EXISTING CONDITIONS
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Atlantic & Tiger/Center	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000 V/C
# 2 Atlantic & Wills	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 3 Atlantic St & Yosemite St	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
# 4 Baseline Rd & Fiddyment Rd	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 5 Blue Oaks & Crocker Ranch	A	xxxxx	0.218	A	xxxxx	0.218	+ 0.000 V/C
# 6 Blue Oaks & Del Webb	A	xxxxx	0.138	A	xxxxx	0.138	+ 0.000 V/C
# 7 Blue Oaks & Fiddyment	A	xxxxx	0.204	A	xxxxx	0.204	+ 0.000 V/C
# 8 Blue Oaks & New Meadow	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 9 Blue Oaks & Orchard View	A	xxxxx	0.082	A	xxxxx	0.082	+ 0.000 V/C
# 10 Blue Oaks Bl & Diamond Creek B	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
# 11 Blue Oaks Bl & Foothills Bl	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
# 12 Blue Oaks Bl & Woodcreek Oaks	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000 V/C
# 13 Cirby & Sunrise	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 14 Cirby Wy & Foothills Bl	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 16 Cirby Wy & Northridge Dr	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 18 Cirby Wy & Orlando Av	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 20 Cirby Wy & Riverside Av	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 23 Cirby Wy & Vernon St	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Douglas & Eureka	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 25 Douglas & Rocky Ridge	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
# 26 Douglas & Santa Clara	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
# 27 Douglas & Sierra Gardens	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 28 Douglas & Sunrise	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 29 Douglas & Target	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 30 Douglas Bl & E Roseville Pw	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
# 32 Douglas Bl & Harding Bl	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 33 Douglas Bl & Judah St	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 35 Douglas Bl & Park Dr	A	xxxxx	0.249	A	xxxxx	0.249	+ 0.000 V/C
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
# 37 Eureka & Lead Hill	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 38 Eureka & N. Sunrise	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 39 Eureka & Rocky Ridge	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.206	A	xxxxx	0.206	+ 0.000 V/C
# 41 Eureka Rd & Deer Valley Apts	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000 V/C
# 43 Fairway & Cortina Circle	A	xxxxx	0.120	A	xxxxx	0.120	+ 0.000 V/C
# 44 Fairway & Five Star	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
# 45 Fairway & Home Depot	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
# 46 Fairway & Target/Rosehall	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 47 Fiddyment & Del Webb/Village G	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.097	A	xxxxx	0.097	+ 0.000 V/C

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# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.224	A	xxxxx	0.224	+ 0.000 V/C
# 50 Foothills & Baseline/Main	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	A	xxxxx	0.214	A	xxxxx	0.214	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.239	A	xxxxx	0.239	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.351	A	xxxxx	0.351	+ 0.000 V/C
# 62 Galleria & Berry	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.282	A	xxxxx	0.282	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C

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# 73 Junction Bl & Porter Dr	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.255	A	xxxxx	0.255	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.182	A	xxxxx	0.182	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.373	A	xxxxx	0.373	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.125	A	xxxxx	0.125	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.120	A	xxxxx	0.120	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.366	A	xxxxx	0.366	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.226	A	xxxxx	0.226	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.040	A	xxxxx	0.040	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.249	A	xxxxx	0.249	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.056	A	xxxxx	0.056	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.194	A	xxxxx	0.194	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.197	A	xxxxx	0.197	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
# 96 Pleasant Grove & Washington	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	A	xxxxx	0.339	A	xxxxx	0.339	+ 0.000 V/C

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# 98 Pleasant Grove Bl & Woodcreek	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.093	A	xxxxx	0.093	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
#104 Roseville Parkway & Creekside	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
#105 Roseville Parkway & Gibson	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx	0.373	A	xxxxx	0.373	+ 0.000 V/C
#109 Roseville Parkway & Taylor	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	A	xxxxx	0.334	A	xxxxx	0.334	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
#117 Roseville Pw & Sierra College	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.249	A	xxxxx	0.249	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.259	A	xxxxx	0.259	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	A	xxxxx	0.142	A	xxxxx	0.142	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000 V/C

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#122 S Cirby Wy & Old Auburn Rd	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.264	A	xxxxx	0.264	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
#133 Sunrise & Coloma	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000 V/C
#138 Washington & Diamond Oaks	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C

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#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000
#148 I-80 WB Off & Douglas Blvd	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
#152 I-80 WB Off & Riverside Ave	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000
#156 Fairway & Highland Park	A	xxxxx	0.122	A	xxxxx	0.122	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
#158 Roseville Rkwy & Old Auburn		xxxxx	0.000		xxxxx	0.000	+ 0.000
#159 Washington Blvd & Industrial		xxxxx	0.000		xxxxx	0.000	+ 0.000
#160 Foothills Blvd & HP Far South/		xxxxx	0.000		xxxxx	0.000	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow		xxxxx	0.000		xxxxx	0.000	+ 0.000
#162 Gibson Rd & New Convention Cen		xxxxx	0.000		xxxxx	0.000	+ 0.000
#163 Blue Oaks Blvd & West Side Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy		xxxxx	0.000		xxxxx	0.000	+ 0.000
#165 Fiddyment Rd & Westhills Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000
#166 Pleasant Grove Blvd & West Sid		xxxxx	0.000		xxxxx	0.000	+ 0.000
#167 Fiddyment Rd & Westlake Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar		xxxxx	0.000		xxxxx	0.000	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside		xxxxx	0.000		xxxxx	0.000	+ 0.000
#170 Industrial Ave & Alantown Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000

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#171 Roseville Pkwy & Gibson West		xxxxx	0.000		xxxxx	0.000	+ 0.000
#172 Washington Blvd & All America		xxxxx	0.000		xxxxx	0.000	+ 0.000
#173 Cirby & Cottonwood		xxxxx	0.000		xxxxx	0.000	+ 0.000
#174 Secret Ravine & Alexandra		xxxxx	0.000		xxxxx	0.000	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch		xxxxx	0.000		xxxxx	0.000	+ 0.000
#176 Douglas Bl & I-80 EB On		xxxxx	0.000		xxxxx	0.000	+ 0.000
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000
#178 Watt Ave & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000
#179 Watt Ave & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000
#180 Watt Ave & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000
#183 West Side Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000
#185 Market St & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000
#186 Pleasant Grove Blvd & Upland D		xxxxx	0.000		xxxxx	0.000	+ 0.000
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000
#188 Upland Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000
#189 Baseline Rd & CMU3 Entrance		xxxxx	0.000		xxxxx	0.000	+ 0.000
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000
#193 Watt Ave & SV CC5 CC6		xxxxx	0.000		xxxxx	0.000	+ 0.000
#194 Watt Ave & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000

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#196 West Side Dr & SV EW Coll	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#199 Baseline Rd & SV CC4	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#200 Watt Ave & Road C	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#201 West Side Dr & Road C	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	A xxxxx		0.525	A xxxxx		0.525	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A xxxxx		0.390	A xxxxx		0.390	+ 0.000 V/C
#1003 Vernon & Grant	A xxxxx		0.244	A xxxxx		0.244	+ 0.000 V/C
#1004 Vernon & Judah	A xxxxx		0.224	A xxxxx		0.224	+ 0.000 V/C
#1005 Vernon & Lincoln	B xxxxx		0.617	B xxxxx		0.617	+ 0.000 V/C
#1006 Washington & Main	A xxxxx		0.502	A xxxxx		0.502	+ 0.000 V/C
#1007 Washington & Oak	A xxxxx		0.348	A xxxxx		0.348	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1 Atlantic & Tiger/Center

Cycle (sec):	120	Critical Vol./Cap. (X):	0.347
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	8	3	13	68	1	13	18	698	6	5	801	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	3	13	68	1	13	18	698	6	5	801	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:	8	3	13	68	1	13	18	698	6	5	801	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	3	13	68	1	13	18	698	6	5	801	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	3	13	68	1	13	18	698	6	5	801	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.19	0.81	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	272	1178	1429	21	1450	1450	2875	25	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.01	0.01	0.24	0.24	0.00	0.28	0.02
Crit Volume:		16			69			18			401	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	135	0	125	0	0	0	0	607	172	251	714	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:	135	0	125	0	0	0	0	607	172	251	714	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	0	125	0	0	0	0	607	172	251	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	125	0	0	0	0	607	172	251	714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	0	125	0	0	0	0	607	172	251	714	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.20	0.11	0.17	0.24	0.00
Crit Volume:	135			0			304			251		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	223	0	102	75	505	0	0	684	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:	0	0	0	223	0	102	75	505	0	0	684	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	223	0	102	75	505	0	0	684	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	223	0	102	75	505	0	0	684	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	223	0	102	75	505	0	0	684	139
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.05	0.17	0.00	0.00	0.23	0.09
Crit Volume:	0			223			75			342		
Crit Moves:				****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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:	Ovl			Ovl			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 2	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	19	605	181	54	372	622	293	141	16	307	566	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	605	181	54	372	622	293	141	16	307	566	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	605	181	54	372	622	293	141	16	307	566	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	605	181	54	372	622	293	141	16	307	566	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	605	181	54	372	622	293	141	16	307	566	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.00	1.00	1.00	1.80	0.20	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	1450	1450	1450	2604	296	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.12	0.04	0.26	0.43	0.20	0.05	0.05	0.21	0.20	0.05
Crit Volume:	19			372			293			283		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.218
Loss Time (sec): 0 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:	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 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	191	0	35	12	408	0	0	324	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	191	0	35	12	408	0	0	324	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	191	0	35	12	408	0	0	324	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	191	0	35	12	408	0	0	324	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	191	0	35	12	408	0	0	324	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.01	0.09	0.00	0.00	0.07	0.05
Crit Volume:				191				136		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.138
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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:	Ovl			Ignore			Ovl			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	0	0	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	3	0	100	0	0	0	0	321	2	53	311	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:	3	0	100	0	0	0	0	321	2	53	311	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	0	100	0	0	0	0	321	2	53	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	100	0	0	0	0	321	2	53	311	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	0	100	0	0	0	0	321	2	53	311	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.07	0.00	0.04	0.07	0.00
Crit Volume:			100	0				107		0		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.204
Loss Time (sec):	12	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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	8	117	323	28	188	1	0	0	3	415	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	117	323	28	188	1	0	0	3	415	2	19
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	8	117	0	28	188	1	0	0	0	415	2	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	117	0	28	188	1	0	0	0	415	2	19
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	8	117	0	28	188	1	0	0	0	415	2	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.04	0.00	0.01	0.06	0.00	0.00	0.00	0.00	0.14	0.00	0.01
Crit Volume:	4				94			0		208		
Crit Moves:	****				****					****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		92	0	18		11	1247	0		9	678	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:	0	0	0		92	0	18		11	1247	0		9	678	26	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		92	0	18		11	1247	0		9	678	26	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		92	0	18		11	1247	0		9	678	26	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		92	0	18		11	1247	0		9	678	26	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.06	0.00	0.01		0.01	0.28	0.00		0.01	0.15	0.02	
Crit Volume:			0				92			416				9		
Crit Moves:					****					****				****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.082
Loss Time (sec): 0 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	0	0 0	1	0	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		2	0	2		0	305	0		0	363	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		2	0	2		0	305	0		0	363	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		2	0	2		0	305	0		0	363	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		2	0	2		0	305	0		0	363	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		2	0	2		0	305	0		0	363	2	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.07	0.00		0.00	0.08	0.00	
Crit Volume:			0				2			0				121		
Crit Moves:					****				****					****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.356
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	25	26	115	163	62	18	22	525	44	106	348	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	26	115	163	62	18	22	525	44	106	348	89
User Adj:	1.00	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:	25	26	115	163	62	18	22	525	44	106	348	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	26	115	163	62	18	22	525	44	106	348	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	26	115	163	62	18	22	525	44	106	348	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.34	0.51	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1945	740	215	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.08	0.08	0.08	0.08	0.02	0.18	0.03	0.07	0.12	0.06
Crit Volume:		26				122		263		106		
Crit Moves:		****				****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	96	85	220	116	55	25	126	1069	217	572	690	246
Growth Adj:	1.00	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	85	220	116	55	25	126	1069	217	572	690	246
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	85	0	116	55	25	126	1069	217	572	690	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	85	0	116	55	25	126	1069	217	572	690	246
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	85	0	116	55	25	126	1069	217	572	690	246
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.04	0.02	0.02	0.09	0.37	0.15	0.20	0.24	0.17
Crit Volume:		43			58			535		286		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	81	49	340	277	102	81	46	633	144	179	425	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	49	340	277	102	81	46	633	144	179	425	118
User Adj:	1.00	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:	81	49	340	277	102	81	46	633	144	179	425	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	49	340	277	102	81	46	633	144	179	425	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	49	340	277	102	81	46	633	144	179	425	118
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.23	0.10	0.04	0.06	0.03	0.22	0.10	0.06	0.15	0.08
Crit Volume:			340	139				317		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	240	790	131	109	661	136	177	843	179	138	802	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	790	131	109	661	136	177	843	179	138	802	130
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	240	790	0	109	661	0	177	843	0	138	802	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	790	0	109	661	0	177	843	0	138	802	130
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	240	790	0	109	661	0	177	843	0	138	802	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.00	0.04	0.23	0.00	0.06	0.29	0.00	0.05	0.28	0.09
Crit Volume:	120				331		89				401	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			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:	0	0	2 0	1	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	300	326	1333	550	0	0	0	0	374	0	998
Growth Adj:	1.00	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	300	326	1333	550	0	0	0	0	374	0	998
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	300	0	1333	550	0	0	0	0	374	0	998
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	300	0	1333	550	0	0	0	0	374	0	998
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	300	0	1333	550	0	0	0	0	374	0	998
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.44	0.37	0.00	0.00	0.00	0.00	0.12	0.00	0.33
Crit Volume:		150		667				0		187		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	0	0 0	1	0	0 0	0 0	0	2 1	0	2	0 0
Volume Module:												
Base Vol:	0	0	199	0	0	0	0	1530	10	214	1016	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	199	0	0	0	0	1530	10	214	1016	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	199	0	0	0	0	1530	10	214	1016	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	199	0	0	0	0	1530	10	214	1016	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	199	0	0	0	0	1530	10	214	1016	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	2.00	2.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4471	29	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.34	0.34	0.07	0.34	0.00
Crit Volume:			199	0				513		0		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	3	0	28	26	1	12	5	1543	1	7	1192	12
Growth Adj:	1.00	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	0	28	26	1	12	5	1543	1	7	1192	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	28	26	1	12	5	1543	1	7	1192	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	28	26	1	12	5	1543	1	7	1192	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	28	26	1	12	5	1543	1	7	1192	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.00	0.90	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	140	0	1310	1396	54	1450	1450	2898	2	1450	2871	29
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.02	0.02	0.01	0.00	0.53	0.53	0.00	0.42	0.42
Crit Volume:			31		27			772			7	
Crit Moves:			****		****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	1! 0	0	0	1! 0	1	0	1	1	0	1
Volume Module:												
Base Vol:	44	13	88	32	6	57	24	1019	10	21	988	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:	44	13	88	32	6	57	24	1019	10	21	988	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	13	88	32	6	57	24	1019	10	21	988	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	13	88	32	6	57	24	1019	10	21	988	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	13	88	32	6	57	24	1019	10	21	988	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.09	0.61	0.34	0.06	0.60	1.00	1.98	0.02	1.00	1.92	0.08
Final Sat.:	455	134	910	505	95	900	1500	2971	29	1500	2878	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.06	0.06	0.06	0.02	0.34	0.34	0.01	0.34	0.34
Crit Volume:			145		32			24			515	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	11	0	328		4	1	6		7	805	26		81	1092	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	0	328		4	1	6		7	805	26		81	1092	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	0	328		4	1	6		7	805	26		81	1092	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	0	328		4	1	6		7	805	26		81	1092	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	0	328		4	1	6		7	805	26		81	1092	2	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.80	0.20	1.00		1.00	1.94	0.06		1.00	1.99	0.01	
Final Sat.:	1450	0	1450		1160	290	1450		1450	2809	91		1450	2895	5	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.23		0.00	0.00	0.00		0.00	0.29	0.29		0.06	0.38	0.38	
Crit Volume:			328			5			7					547		
Crit Moves:			****			****			****					****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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! 0		0	0	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	112	2	38		73	1	79		32	1005	0		50	896	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	2	38		73	1	79		32	1005	0		50	896	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	2	38		73	1	79		32	1005	0		50	896	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	2	38		73	1	79		32	1005	0		50	896	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	112	2	38		73	1	79		32	1005	0		50	896	27	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.74	0.01	0.25		0.99	0.01	1.00		1.00	2.00	0.00		1.00	1.94	0.06	
Final Sat.:	1068	19	363		1430	20	1450		1450	2900	0		1450	2815	85	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.05	0.05	0.05		0.02	0.35	0.00		0.03	0.32	0.32	
Crit Volume:			152			74				503				50		
Crit Moves:			****			****				****				****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 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			Ovl			Ignore			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:	2	0 1	1 0	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	813	456	193	167	560	103	288	988	1274	412	585	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	456	193	167	560	103	288	988	1274	412	585	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	813	456	193	167	560	103	288	988	0	412	585	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	456	193	167	560	103	288	988	0	412	585	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	813	456	193	167	560	103	288	988	0	412	585	140
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.41	0.59	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2038	862	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.06	0.13	0.07	0.10	0.23	0.00	0.14	0.20	0.10
Crit Volume:	407			187			329			206		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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! 0	0	1	1 0	0 1	1	1 0	1 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	131	0	391	547	317	0	0	554	484
Growth Adj:	1.00	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	131	0	391	547	317	0	0	554	484
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	131	0	391	547	317	0	0	554	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	131	0	391	547	317	0	0	554	484
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	131	0	391	547	317	0	0	554	484
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.90	1.10	0.00	0.00	1.07	0.93
Final Sat.:	0	1500	0	3000	0	1500	2849	1651	0	0	1601	1399
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.26	0.19	0.19	0.00	0.00	0.35	0.35
Crit Volume:	0					391	0					519
Crit Moves:						****	****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	31	0	40	0	0	0	0	1121	20	26	1146	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:	31	0	40	0	0	0	0	1121	20	26	1146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	40	0	0	0	0	1121	20	26	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	40	0	0	0	0	1121	20	26	1146	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:	31	0	40	0	0	0	0	1121	20	26	1146	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2947	53	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.38	0.02	0.38	0.00
Crit Volume:	31				0				571	26		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			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	1	0	1	1	0	1	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	68	155	75	90	137	285	203	1403	68	89	1010	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	155	75	90	137	285	203	1403	68	89	1010	87
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	155	0	90	137	285	203	1403	68	89	1010	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	155	0	90	137	285	203	1403	68	89	1010	87
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	155	0	90	137	285	203	1403	68	89	1010	87
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.91	0.09	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	2900	2766	134	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.00	0.06	0.09	0.20	0.07	0.51	0.51	0.03	0.35	0.06
Crit Volume:	68					285			736	45		
Crit Moves:	****					****			****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.489
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	294	329	22	295	226	89	185	936	193	51	915	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	329	22	295	226	89	185	936	193	51	915	373
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:	294	329	22	295	226	89	185	936	193	51	915	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	329	22	295	226	89	185	936	193	51	915	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	294	329	22	295	226	89	185	936	193	51	915	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.02	0.10	0.08	0.06	0.06	0.22	0.13	0.02	0.21	0.00
Crit Volume:		165		148			93				305	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.512
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	193	489	290	99	243	63	175	1112	72	155	887	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	489	290	99	243	63	175	1112	72	155	887	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	193	489	290	99	243	63	175	1112	0	155	887	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	489	290	99	243	63	175	1112	0	155	887	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	193	489	290	99	243	63	175	1112	0	155	887	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.20	0.03	0.08	0.04	0.06	0.26	0.00	0.05	0.20	0.00
Crit Volume:		245		50				371		78		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	135	49	45	33	39	6	18	1402	100	29	1064	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	49	45	33	39	6	18	1402	100	29	1064	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	49	45	33	39	6	18	1402	100	29	1064	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	49	45	33	39	6	18	1402	100	29	1064	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	135	49	45	33	39	6	18	1402	100	29	1064	107
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	1.00	1.00	1.00	2.80	0.20	1.00	2.73	0.27
Final Sat.:	1450	756	694	1450	1450	1450	1450	4060	290	1450	3953	397
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.02	0.03	0.00	0.01	0.35	0.35	0.02	0.27	0.27
Crit Volume:	135			39			501			29		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	30	30	35	51	21	42	153	1342	50	44	1020	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	30	35	51	21	42	153	1342	50	44	1020	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	30	35	51	21	42	153	1342	50	44	1020	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	30	35	51	21	42	153	1342	50	44	1020	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	30	35	51	21	42	153	1342	50	44	1020	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.71	0.29	1.00	1.00	2.89	0.11	1.00	2.84	0.16
Final Sat.:	725	725	1450	1027	423	1450	1450	4194	156	1450	4120	230
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.05	0.05	0.03	0.11	0.32	0.32	0.03	0.25	0.25
Crit Volume:			60			72		153				359
Crit Moves:		****			****		****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.601
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	1 1	0	2	0 2	0	1	2	0	3	0 1
Volume Module:												
Base Vol:	230	305	176	75	282	180	345	1541	212	159	979	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:	230	305	176	75	282	180	345	1541	212	159	979	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	305	176	75	282	180	345	1541	212	159	979	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	305	176	75	282	180	345	1541	212	159	979	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	305	176	75	282	180	345	1541	212	159	979	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.27	0.73	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	1839	1061	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.03	0.10	0.12	0.12	0.35	0.15	0.05	0.23	0.05
Crit Volume:			241		38			514		80		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.338
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0 2	1	0	2 1 0
Volume Module:												
Base Vol:	0	0	22	0	0	8	28	1347	54	23	1123	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	22	0	0	8	28	1347	54	23	1123	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	22	0	0	8	28	1347	54	23	1123	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	22	0	0	8	28	1347	54	23	1123	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:	0	0	22	0	0	8	28	1347	54	23	1123	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.88	0.12	1.00	2.97	0.03
Final Sat.:	1450	0	1450	1450	0	1450	1450	4182	168	1450	4300	50
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.02	0.00	0.00	0.01	0.02	0.32	0.32	0.02	0.26	0.26
Crit Volume:			0			0			467	23		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec): 120 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ovl			Ignore			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	163	427	45	535	489	75	102	947	89	57	1171	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	427	45	535	489	75	102	947	89	57	1171	395
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	163	427	45	535	489	0	102	947	89	57	1171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	427	45	535	489	0	102	947	89	57	1171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	163	427	45	535	489	0	102	947	89	57	1171	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.18	0.17	0.00	0.04	0.22	0.06	0.02	0.27	0.00
Crit Volume:		214		267			51				390	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	5	3	11	234	6	37	30	707	8	30	633	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	234	6	37	30	707	8	30	633	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:	5	3	11	234	6	37	30	707	8	30	633	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	234	6	37	30	707	8	30	633	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	1.00	1.00	1.00
FinalVolume:	5	3	11	234	6	37	30	707	8	30	633	116
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.95	0.05	1.00	1.00	1.98	0.02	1.00	1.69	0.31
Final Sat.:	382	229	839	2828	73	1450	1450	2868	32	1450	2451	449
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.03	0.02	0.25	0.25	0.02	0.26	0.26
Crit Volume:			19	120			30				375	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	12	5	23	408	4	167	121	860	17	28	672	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	5	23	408	4	167	121	860	17	28	672	213
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	5	0	408	4	167	121	860	17	28	672	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	5	0	408	4	167	121	860	17	28	672	213
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	5	0	408	4	167	121	860	17	28	672	213
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.98	0.02	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2872	28	1450	1450	2844	56	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.14	0.14	0.12	0.08	0.30	0.30	0.02	0.23	0.15
Crit Volume:	12			206				439		28		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 0	0 1	0	1 0	0 1	0	0 1	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	4	182	6	1	0	344	5	0	352	168
Growth Adj:	1.00	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	4	182	6	1	0	344	5	0	352	168
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:	0	0	4	182	6	1	0	344	5	0	352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	182	6	1	0	344	5	0	352	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	182	6	1	0	344	5	0	352	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.97	0.03	1.00	0.00	1.97	0.03	0.00	1.00	1.00
Final Sat.:	0	0	1500	1452	48	1500	0	2957	43	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.00	0.00	0.12	0.12	0.00	0.23	0.00
Crit Volume:			4		188		0			352		
Crit Moves:			****		****		****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	39	0	180	0	0	0	0	602	48	91	567	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	0	180	0	0	0	0	602	48	91	567	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	180	0	0	0	0	602	48	91	567	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	180	0	0	0	0	602	48	91	567	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:	39	0	180	0	0	0	0	602	48	91	567	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.85	0.15	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2778	222	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.12	0.00	0.00	0.00	0.00	0.22	0.22	0.06	0.19	0.00
Crit Volume:			180	0					325	0		
Crit Moves:			****						****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0		1	0	0	1	0	
Volume Module:												
Base Vol:	9	0	2	64	3	17	0	568	5	0	533	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:	9	0	2	64	3	17	0	568	5	0	533	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	64	3	17	0	568	5	0	533	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	64	3	17	0	568	5	0	533	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:	9	0	2	64	3	17	0	568	5	0	533	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.15	0.85	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	218	1233	0	2875	25	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.20	0.20	0.00	0.18	0.00
Crit Volume:			11	64					287	0		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.731
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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:	2	0	3	0	1	2	0	2	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	397	691	128	181	525	129	155	876	149	256	1467	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	691	128	181	525	129	155	876	149	256	1467	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	397	691	0	181	525	129	155	876	149	256	1467	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	691	0	181	525	129	155	876	149	256	1467	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	397	691	0	181	525	129	155	876	149	256	1467	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	3492	858	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.06	0.15	0.15	0.11	0.20	0.10	0.18	0.34	0.00
Crit Volume:	199					218	155				489	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.363
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	143	476	56	164	764	17	14	108	80	75	99	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	476	56	164	764	17	14	108	80	75	99	49
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	143	476	0	164	764	0	14	108	0	75	99	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	476	0	164	764	0	14	108	0	75	99	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	143	476	0	164	764	0	14	108	0	75	99	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.11	0.18	0.00	0.01	0.04	0.00	0.05	0.03	0.00
Crit Volume:	143				255			54		75		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.476
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	137	205	63	112	296	85	173	1478	534	60	642	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	205	63	112	296	85	173	1478	534	60	642	40
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	137	205	0	112	296	0	173	1478	0	60	642	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	205	0	112	296	0	173	1478	0	60	642	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	137	205	0	112	296	0	173	1478	0	60	642	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.04	0.07	0.00	0.06	0.34	0.00	0.02	0.15	0.00
Crit Volume:	69			99			493			30		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.344
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	485	22	200	1057	141	43	135	121	48	164	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:	22	485	22	200	1057	141	43	135	121	48	164	35
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	485	0	200	1057	0	43	135	0	48	164	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	485	0	200	1057	0	43	135	0	48	164	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	485	0	200	1057	0	43	135	0	48	164	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.14	0.24	0.00	0.03	0.05	0.00	0.03	0.06	0.00
Crit Volume:	22			352			43			82		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.206
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	1! 0	0	1	0	1	0	1	0	2	0 1
Volume Module:												
Base Vol:	58	7	3	14	17	22	8	258	109	16	129	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:	58	7	3	14	17	22	8	258	109	16	129	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	7	3	14	17	22	8	258	109	16	129	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	7	3	14	17	22	8	258	109	16	129	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	7	3	14	17	22	8	258	109	16	129	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.10	0.04	0.45	0.55	1.00	1.00	1.41	0.59	1.00	2.00	1.00
Final Sat.:	1237	149	64	655	795	1450	1450	2039	861	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.01	0.13	0.13	0.01	0.04	0.01
Crit Volume:		68			31				184	16		
Crit Moves:		****			****				****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 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	1 1 0	1	0	1 1 0	1	0	0 1 0	0	1	0 0 1
Volume Module:												
Base Vol:	18	5	53	16	1	2	6	705	7	48	318	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:	18	5	53	16	1	2	6	705	7	48	318	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	5	53	16	1	2	6	705	7	48	318	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	5	53	16	1	2	6	705	7	48	318	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	5	53	16	1	2	6	705	7	48	318	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.01	0.13	0.87	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	1436	14	190	1260	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.01	0.00	0.00	0.00	0.49	0.49	0.25	0.25	0.01
Crit Volume:			53	16				712			366	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap. (X):	0.241
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	57	185	26	82	283	71	51	2	23	47	10	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	185	26	82	283	71	51	2	23	47	10	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:	57	185	26	82	283	71	51	2	23	47	10	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	185	26	82	283	71	51	2	23	47	10	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:	57	185	26	82	283	71	51	2	23	47	10	113
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.02	0.06	0.20	0.05	0.04	0.00	0.02	0.03	0.00	0.08
Crit Volume:		185			0		51					113
Crit Moves:		****			****		****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.120
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	2	254	8	13	289	10	5	0	3	22	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	254	8	13	289	10	5	0	3	22	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	254	8	13	289	10	5	0	3	22	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	254	8	13	289	10	5	0	3	22	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	254	8	13	289	10	5	0	3	22	0	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.01	0.01	0.10	0.01	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:	2				145				3			25
Crit Moves:	****				****				****			****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #44 Fairway & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.324
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	11	166	71	28	173	138	87	31	3	38	31	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:	11	166	71	28	173	138	87	31	3	38	31	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	166	71	28	173	138	87	31	3	38	31	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	166	71	28	173	138	87	31	3	38	31	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	166	71	28	173	138	87	31	3	38	31	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.14	0.86	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	202	1248	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.05	0.14	0.14	0.10	0.06	0.01	0.00	0.03	0.01	0.01
Crit Volume:		166			201		87				16	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #45 Fairway & Home Depot

Cycle (sec):	120	Critical Vol./Cap. (X):	0.378
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Ovl			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	1!	0	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	48	195	5	30	280	50	38	3	28	4	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	195	5	30	280	50	38	3	28	4	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	195	5	30	280	50	38	3	28	4	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	195	5	30	280	50	38	3	28	4	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	195	5	30	280	50	38	3	28	4	1	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1414	36	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.21	0.21	0.03	0.03	0.00	0.02	0.00	0.00	0.00
Crit Volume:		200			310		38				0	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	33	260	34	5	286	10	39	1	40	23	6	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	260	34	5	286	10	39	1	40	23	6	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	260	34	5	286	10	39	1	40	23	6	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	260	34	5	286	10	39	1	40	23	6	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	260	34	5	286	10	39	1	40	23	6	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.02	0.95	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	24	1378	48	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.02	0.21	0.21	0.21	0.03	0.00	0.03	0.02	0.00	0.01
Crit Volume:		260			301			39				21
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	74	434	17	2	536	45	25	0	33	26	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	434	17	2	536	45	25	0	33	26	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	434	17	2	536	0	25	0	33	26	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	434	17	2	536	0	25	0	33	26	0	1
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:	74	434	17	2	536	0	25	0	33	26	0	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.96	0.00	0.04
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1444	0	56
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.01	0.00	0.18	0.00	0.02	0.00	0.02	0.02	0.00	0.02
Crit Volume:	74				268		25					27
Crit Moves:	****				****		****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.097
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	0	183	0	0	310	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	183	0	0	310	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	183	0	0	310	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	183	0	0	310	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	183	0	0	310	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			155			0			0		
Crit Moves:	****			****								

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.224
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2.0	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	37	346	0	0	529	22	35	0	22	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:	37	346	0	0	529	22	35	0	22	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	346	0	0	529	22	35	0	22	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	346	0	0	529	22	35	0	22	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:	37	346	0	0	529	22	35	0	22	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.00	0.18	0.01	0.02	0.00	0.01	0.00	0.00	0.00
Crit Volume:	37			265			35			0		
Crit Moves:	****			****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.606
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ovl			Ignore			Ovl			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:	2	0	2	0	1	1	0	3	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	246	717	59	69	879	105	136	168	511	63	117	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	246	717	59	69	879	105	136	168	511	63	117	88
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	717	59	69	879	0	136	168	511	63	117	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	717	59	69	879	0	136	168	511	63	117	88
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:	246	717	59	69	879	0	136	168	511	63	117	88
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.04	0.05	0.20	0.00	0.09	0.06	0.35	0.04	0.04	0.06
Crit Volume:		359		69					511	63		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.271
Loss Time (sec):	12	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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	3	0	1	0	1	0	0	1	1	1	0	0	1
Volume Module:												
Base Vol:	11	683	94	36	279	5	10	0	24	6	0	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	683	94	36	279	5	10	0	24	6	0	4
User Adj:	1.00	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:	11	683	94	36	279	5	10	0	24	6	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	683	94	36	279	5	10	0	24	6	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	683	94	36	279	5	10	0	24	6	0	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	2.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	1450	0	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.06	0.02	0.06	0.00	0.01	0.00	0.02	0.00	0.00	0.00
Crit Volume:		342		36					24	3		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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 3	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	1	367	14	14	770	1	0	0	1	30	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	367	14	14	770	1	0	0	1	30	0	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	367	14	14	770	1	0	0	0	30	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	367	14	14	770	1	0	0	0	30	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	367	14	14	770	1	0	0	0	30	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1500	4500	1500	1500	3000	1500	1500	1500	1500	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.01	0.01	0.26	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:	1			385			0			30		
Crit Moves:	****			****						****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1055	203	62	1548	0	0	0	0	223	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1055	203	62	1548	0	0	0	0	223	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1055	203	62	1548	0	0	0	0	223	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1055	203	62	1548	0	0	0	0	223	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1055	203	62	1548	0	0	0	0	223	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.14	0.04	0.52	0.00	0.00	0.00	0.00	0.15	0.00	0.00
Crit Volume:	0			774			0			223		
Crit Moves:	****			****						****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.214
Loss Time (sec):	12	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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 0	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	97	384	0	0	540	274	6	0	1	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:	97	384	0	0	540	274	6	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	97	384	0	0	540	0	6	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	384	0	0	540	0	6	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	97	384	0	0	540	0	6	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.00	1.00	3.00	1.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	0	1500	4500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	48			270			3			0		
Crit Moves:	****			****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.239
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 1	1 0	1	0 0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	149	647	0	0	379	35	2	0	7	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	647	0	0	379	35	2	0	7	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	647	0	0	379	35	2	0	7	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	647	0	0	379	35	2	0	7	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:	149	647	0	0	379	35	2	0	7	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	2746	254	1500	0	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	149			207			2			0		
Crit Moves:	****			****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ovl			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	95	800	99	143	743	109	184	357	122	194	177	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	800	99	143	743	109	184	357	122	194	177	106
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	800	0	143	743	0	184	357	122	194	177	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	800	0	143	743	0	184	357	122	194	177	106
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	800	0	143	743	0	184	357	122	194	177	106
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.00	0.10	0.17	0.00	0.13	0.12	0.08	0.13	0.06	0.07
Crit Volume:		267			143			179		194		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	23	928	33	6	944	42	62	0	76	86	2	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:	23	928	33	6	944	42	62	0	76	86	2	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	928	33	6	944	42	62	0	76	86	2	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	928	33	6	944	42	62	0	76	86	2	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	928	33	6	944	42	62	0	76	86	2	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.90	0.10	1.00	2.87	0.13	1.00	0.00	1.00	0.98	0.02	1.00
Final Sat.:	1450	4201	149	1450	4165	185	1450	0	1450	1417	33	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.00	0.23	0.23	0.04	0.00	0.05	0.06	0.06	0.02
Crit Volume:	23				329		62				88	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.499
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	3	0 2	0 1
Volume Module:												
Base Vol:	169	505	573	93	288	24	162	824	171	450	430	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	505	573	93	288	24	162	824	171	450	430	238
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	169	505	0	93	288	0	162	824	0	450	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	505	0	93	288	0	162	824	0	450	430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	169	505	0	93	288	0	162	824	0	450	430	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	4350	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.00	0.03	0.07	0.00	0.06	0.19	0.00	0.10	0.15	0.00
Crit Volume:		253			47			275		150		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.370
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	21	949	17	6	1094	10	46	2	55	31	3	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:	21	949	17	6	1094	10	46	2	55	31	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	949	17	6	1094	10	46	2	55	31	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	949	17	6	1094	10	46	2	55	31	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	949	17	6	1094	10	46	2	55	31	3	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.97	0.03	0.45	0.02	0.53	0.69	0.07	0.24
Final Sat.:	1450	4273	77	1450	4311	39	648	28	774	999	97	354
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.00	0.25	0.25	0.07	0.07	0.07	0.03	0.03	0.03
Crit Volume:	21					368			103			45
Crit Moves:	****					****			****			****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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 3	0 1	1	0 2	1 0	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	38	1022	92	125	1282	26	59	54	74	167	26	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1022	92	125	1282	26	59	54	74	167	26	34
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	1022	0	125	1282	26	59	54	74	167	26	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1022	0	125	1282	26	59	54	74	167	26	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	1022	0	125	1282	26	59	54	74	167	26	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.94	0.06	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4264	86	1450	2900	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.00	0.09	0.30	0.30	0.04	0.02	0.05	0.06	0.02	0.00
Crit Volume:	0			436					74	84		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.351
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	1 1	0 1	2	1 1	0 1
Volume Module:												
Base Vol:	19	777	51	148	1439	38	22	7	11	37	5	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:	19	777	51	148	1439	38	22	7	11	37	5	81
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	777	0	148	1439	38	22	7	0	37	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	777	0	148	1439	38	22	7	0	37	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	777	0	148	1439	38	22	7	0	37	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.05	0.33	0.03	0.01	0.00	0.00	0.01	0.00	0.00
Crit Volume:	10				480		7			12		
Crit Moves:	****				****		****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	17	434	3	11	1369	34	45	0	29	3	0	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:	17	434	3	11	1369	34	45	0	29	3	0	8
User Adj:	1.00	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:	17	434	3	11	1369	34	45	0	29	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	434	3	11	1369	34	45	0	29	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	17	434	3	11	1369	34	45	0	29	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2880	20	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.15	0.01	0.47	0.02	0.03	0.00	0.02	0.00	0.00	0.01
Crit Volume:	17			685			45			3		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	166	227	26	750	573	119	207	808	471	53	658	448
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	227	26	750	573	119	207	808	471	53	658	448
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	166	227	0	750	573	0	207	808	0	53	658	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	227	0	750	573	0	207	808	0	53	658	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	166	227	0	750	573	0	207	808	0	53	658	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.00	0.17	0.20	0.00	0.07	0.19	0.00	0.02	0.15	0.00
Crit Volume:	83			287			104			219		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.617
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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:	2	0 1	1 0	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	62	298	0	1	1154	207	118	8	315	1	1	1
Growth Adj:	1.00	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	298	0	1	1154	207	118	8	315	1	1	1
User Adj:	1.00	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:	62	298	0	1	1154	207	118	8	315	1	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	298	0	1	1154	207	118	8	315	1	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	62	298	0	1	1154	207	118	8	315	1	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.87	0.13	1.00	0.50	0.50	1.00
Final Sat.:	2900	2900	0	1450	2900	1450	2716	184	1450	725	725	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.00	0.00	0.40	0.14	0.04	0.04	0.22	0.00	0.00	0.00
Crit Volume:	0				577				315		2	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.356
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	32	263	2	23	576	81	189	14	36	25	11	17
Growth Adj:	1.00	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	263	2	23	576	81	189	14	36	25	11	17
User Adj:	1.00	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:	32	263	2	23	576	81	189	14	36	25	11	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	263	2	23	576	81	189	14	36	25	11	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	32	263	2	23	576	81	189	14	36	25	11	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.75	0.25	1.58	0.12	0.30	0.69	0.31	1.00
Final Sat.:	1450	2878	22	1450	2542	358	2293	170	437	1007	443	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.02	0.23	0.23	0.08	0.08	0.08	0.02	0.02	0.01
Crit Volume:	32				329		119				36	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 9 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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	262	222	608	742	0	0	0	0	156	0	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	262	222	608	742	0	0	0	0	156	0	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	262	222	608	742	0	0	0	0	156	0	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	222	608	742	0	0	0	0	156	0	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	262	222	608	742	0	0	0	0	156	0	206
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.15	0.20	0.25	0.00	0.00	0.00	0.00	0.05	0.00	0.14
Crit Volume:			222	304			0			78		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	25	303	4	11	678	13	23	3	10	26	2	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	303	4	11	678	13	23	3	10	26	2	7
User Adj:	1.00	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:	25	303	4	11	678	13	23	3	10	26	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	303	4	11	678	13	23	3	10	26	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	303	4	11	678	13	23	3	10	26	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.96	0.04	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2961	39	1500	2944	56	1327	173	1500	1393	107	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.01	0.23	0.23	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:	25					346		26		26		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	9	55	8	158	16	45	52	192	1	4	252	140
Growth Adj:	1.00	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	55	8	158	16	45	52	192	1	4	252	140
User Adj:	1.00	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:	9	55	8	158	16	45	52	192	1	4	252	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	55	8	158	16	45	52	192	1	4	252	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	55	8	158	16	45	52	192	1	4	252	140
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.86	1.00	0.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	211	1289	1500	1362	138	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.12	0.12	0.03	0.03	0.06	0.00	0.00	0.08	0.09
Crit Volume:		64		158			52					140
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.352
Loss Time (sec): 9 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:	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:	0	1	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	70	0	91	0	0	0	0	556	145	107	191	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	91	0	0	0	0	556	145	107	191	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	91	0	0	0	0	556	145	107	191	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	91	0	0	0	0	556	145	107	191	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:	70	0	91	0	0	0	0	556	145	107	191	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.59	0.41	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2379	621	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.23	0.23	0.07	0.06	0.00
Crit Volume:	70				0				351	107		
Crit Moves:	****								****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	0	0	0	1	0	2	1	0	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	84	0	400	86	333	0	0	539	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	0	400	86	333	0	0	539	49
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	0	400	86	333	0	0	539	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	400	86	333	0	0	539	49
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	84	0	400	86	333	0	0	539	49
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	1500	1500	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.13	0.06	0.22	0.00	0.00	0.18	0.03
Crit Volume:	0					200	0				270	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	53	213	32	128	183	142	181	357	57	14	195	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	213	32	128	183	142	181	357	57	14	195	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	213	32	128	183	142	181	357	57	14	195	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	213	32	128	183	142	181	357	57	14	195	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	213	32	128	183	142	181	357	57	14	195	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.87	0.13	1.00	0.56	0.44	1.00	1.72	0.28	1.00	1.42	0.58
Final Sat.:	1450	1261	189	1450	816	634	1450	2501	399	1450	2064	836
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.17	0.09	0.22	0.22	0.12	0.14	0.14	0.01	0.09	0.09
Crit Volume:			245	128			181				137	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	12	92	91	119	49	19	41	302	12	74	341	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:	12	92	91	119	49	19	41	302	12	74	341	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	92	91	119	49	19	41	302	12	74	341	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	92	91	119	49	19	41	302	12	74	341	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	92	91	119	49	19	41	302	12	74	341	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.01	0.03	0.10	0.01	0.05	0.12	0.04
Crit Volume:		92		119				151		74		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	28	14	117	25	11	17	3	583	8	62	212	7
Growth Adj:	1.00	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	14	117	25	11	17	3	583	8	62	212	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	14	117	25	11	17	3	583	8	62	212	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	14	117	25	11	17	3	583	8	62	212	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	14	117	25	11	17	3	583	8	62	212	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.69	0.31	1.00	1.00	1.97	0.03	1.00	1.94	0.06
Final Sat.:	967	483	1450	1007	443	1450	1450	2861	39	1450	2807	93
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.02	0.02	0.01	0.00	0.20	0.20	0.04	0.08	0.08
Crit Volume:			117		36			296		0		
Crit Moves:			****		****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #74 Junction Bl & Revere Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.255
Loss Time (sec): 9 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:	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	0	0	0	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	83	0	14	10	598	0	0	247	23
Growth Adj:	1.00	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	83	0	14	10	598	0	0	247	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	14	10	598	0	0	247	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	14	10	598	0	0	247	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	83	0	14	10	598	0	0	247	23
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.86	0.00	0.14	1.00	2.00	0.00	0.00	1.83	0.17
Final Sat.:	0	0	0	1284	0	216	1500	3000	0	0	2744	256
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.20	0.00	0.00	0.09	0.09
Crit Volume:				83				299		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #75 Junction Bl & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	152	352	0	1	549	129	226	2	525	7	2	3
Growth Adj:	1.00	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	352	0	1	549	129	226	2	525	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	152	352	0	1	549	129	226	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	352	0	1	549	129	226	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	152	352	0	1	549	129	226	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	0.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	1437	13	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.19	0.09	0.16	0.16	0.00	0.00	0.00	0.00
Crit Volume:	76				275			228		7		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.337
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	26	263	52	171	246	142	296	397	36	36	247	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	263	52	171	246	142	296	397	36	36	247	119
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	263	0	171	246	0	296	397	0	36	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	263	0	171	246	0	296	397	0	36	247	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	26	263	0	171	246	0	296	397	0	36	247	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.06	0.08	0.00	0.10	0.14	0.00	0.01	0.09	0.00
Crit Volume:		132			86			148			124	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.467
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	164	299	112	93	519	64	81	372	339	67	164	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	299	112	93	519	64	81	372	339	67	164	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:	164	299	112	93	519	64	81	372	339	67	164	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	299	112	93	519	64	81	372	339	67	164	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	299	112	93	519	64	81	372	339	67	164	92
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2110	790	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.06	0.18	0.04	0.06	0.13	0.23	0.05	0.06	0.06
Crit Volume:	164				260			186			67	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.356
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	239	293	66	5	309	80	40	174	207	36	149	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	293	66	5	309	80	40	174	207	36	149	2
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	239	293	0	5	309	0	40	174	0	36	149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	293	0	5	309	0	40	174	0	36	149	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	239	293	0	5	309	0	40	174	0	36	149	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.10	0.00	0.00	0.11	0.00	0.03	0.06	0.00	0.02	0.05	0.00
Crit Volume:	239			155			87			36		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.182
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	33	0	14	0	0	0	0	392	45	44	413	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:	33	0	14	0	0	0	0	392	45	44	413	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	14	0	0	0	0	392	45	44	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	14	0	0	0	0	392	45	44	413	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:	33	0	14	0	0	0	0	392	45	44	413	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.13	0.03	0.03	0.14	0.00
Crit Volume:	33			0			196			44		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	34	218	128	282	509	87	86	7	16	76	9	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	218	128	282	509	87	86	7	16	76	9	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	218	128	282	509	87	86	7	16	76	9	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	218	128	282	509	87	86	7	16	76	9	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	218	128	282	509	87	86	7	16	76	9	187
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.85	0.15	1.00	0.89	0.11	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2682	218	1450	1296	154	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.09	0.19	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			128	282			47				85	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.125
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	435	22	34	514	0	0	0	0	6	0	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:	0	435	22	34	514	0	0	0	0	6	0	9
User Adj:	1.00	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	435	22	34	514	0	0	0	0	6	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	22	34	514	0	0	0	0	6	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	435	22	34	514	0	0	0	0	6	0	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.01	0.02	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Volume:		145		34			0					9
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.370
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	23	448	86	220	611	18	10	2	11	35	2	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	448	86	220	611	18	10	2	11	35	2	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	448	86	220	611	18	10	2	11	35	2	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	448	86	220	611	18	10	2	11	35	2	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	448	86	220	611	18	10	2	11	35	2	114
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.68	0.32	1.00	2.00	1.00	0.83	0.17	1.00	0.95	0.05	1.00
Final Sat.:	1450	2433	467	1450	2900	1450	1208	242	1450	1372	78	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.18	0.15	0.21	0.01	0.01	0.01	0.01	0.03	0.03	0.08
Crit Volume:		267		220				12			37	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.120
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	24	1	22	11	0	6	1	147	27	23	177	4
Growth Adj:	1.00	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	1	22	11	0	6	1	147	27	23	177	4
User Adj:	1.00	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	1	22	11	0	6	1	147	27	23	177	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1	22	11	0	6	1	147	27	23	177	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1	22	11	0	6	1	147	27	23	177	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.02	0.47	0.65	0.00	0.35	1.00	1.69	0.31	1.00	1.96	0.04
Final Sat.:	740	31	679	938	0	512	1450	2450	450	1450	2836	64
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.00	0.01	0.00	0.06	0.06	0.02	0.06	0.06
Crit Volume:		47				17		87		23		
Crit Moves:		****				****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.366
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 1	1	0	0 1	0	1	0 1
Volume Module:												
Base Vol:	6	0	12	35	0	3	8	465	10	8	199	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	12	35	0	3	8	465	10	8	199	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	35	0	3	8	465	10	8	199	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	35	0	3	8	465	10	8	199	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	12	35	0	3	8	465	10	8	199	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.98	0.02	1.00	0.87	0.13
Final Sat.:	1450	0	1450	1450	0	1450	1450	1419	31	1450	1266	184
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.00	0.01	0.33	0.33	0.01	0.16	0.16
Crit Volume:			12	35				475		8		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.367
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	151	435	210	61	610	28	43	175	127	129	166	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	435	210	61	610	28	43	175	127	129	166	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	435	210	61	610	28	43	175	127	129	166	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	435	210	61	610	28	43	175	127	129	166	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:	151	435	210	61	610	28	43	175	127	129	166	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.14	0.04	0.21	0.02	0.01	0.06	0.09	0.04	0.06	0.01
Crit Volume:	76				305			88		65		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.336
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	123	489	376	35	550	6	1	26	38	458	43	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	489	376	35	550	6	1	26	38	458	43	31
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	123	489	0	35	550	0	1	26	0	458	43	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	489	0	35	550	0	1	26	0	458	43	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	123	489	0	35	550	0	1	26	0	458	43	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.00	0.01	0.13	0.00	0.00	0.01	0.00	0.16	0.01	0.00
Crit Volume:	62			183			13			229		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore			Ignore			Ignore			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	106	22	51	124	6	23	18	1560	10	61	1185	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:	106	22	51	124	6	23	18	1560	10	61	1185	48
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	106	22	0	124	6	0	18	1560	0	61	1185	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	22	0	124	6	0	18	1560	0	61	1185	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	106	22	0	124	6	0	18	1560	0	61	1185	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.00	0.09	0.00	0.00	0.01	0.36	0.00	0.04	0.27	0.00
Crit Volume:		22		124				520		61		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.226
Loss Time (sec):	12	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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	5	333	85	56	639	8	14	19	46	44	12	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	333	85	56	639	8	14	19	46	44	12	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	333	85	56	639	8	14	19	46	44	12	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	333	85	56	639	8	14	19	46	44	12	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	333	85	56	639	8	14	19	46	44	12	37
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.29	0.71	1.00	0.24	0.76
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	424	1026	1450	355	1095
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.06	0.04	0.15	0.01	0.01	0.04	0.04	0.03	0.03	0.03
Crit Volume:	5			213			65			44		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.040
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	0	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	2	7	4	40	0	2	2	2	0	6	6	23
Growth Adj:	1.00	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	7	4	40	0	2	2	2	0	6	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	7	4	40	0	2	2	2	0	6	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	7	4	40	0	2	2	2	0	6	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	4	40	0	2	2	2	0	6	6	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.95	0.00	0.05	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	322	1128	1450	1381	0	69	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.02
Crit Volume:		9			42			1			6	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.249
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 0	1	0	0 1	1	0	2 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	104	0	57	28	525	0	0	483	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:	0	0	0	104	0	57	28	525	0	0	483	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	104	0	57	28	525	0	0	483	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	104	0	57	28	525	0	0	483	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	104	0	57	28	525	0	0	483	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.04	0.02	0.17	0.00	0.00	0.16	0.03
Crit Volume:			0			104		28			242	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.056
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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:	0	0	1! 0	0	0	0 1	1	0	1 1	0	0	2 0 1
Volume Module:												
Base Vol:	2	1	4	13	1	4	3	43	3	37	37	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:	2	1	4	13	1	4	3	43	3	37	37	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	4	13	1	4	3	43	3	37	37	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	4	13	1	4	3	43	3	37	37	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	4	13	1	4	3	43	3	37	37	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.14	0.57	0.93	0.07	1.00	1.00	1.87	0.13	1.00	2.00	1.00
Final Sat.:	414	207	829	1346	104	1450	1450	2711	189	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.01	0.00	0.00	0.02	0.02	0.03	0.01	0.03
Crit Volume:			7			14			23	37		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.194
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	32	0	4	6	496	0	0	493	12
Growth Adj:	1.00	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	32	0	4	6	496	0	0	493	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	32	0	4	6	496	0	0	493	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	32	0	4	6	496	0	0	493	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	32	0	4	6	496	0	0	493	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.89	0.00	0.11	1.00	2.00	0.00	0.00	1.95	0.05
Final Sat.:	0	0	0	1333	0	167	1500	3000	0	0	2929	71
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.00	0.17	0.00	0.00	0.17	0.17
Crit Volume:			0	32			6				253	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:																				
Base Vol:	432	171	261	134	267	55	33	889	636	302	602	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	432	171	261	134	267	55	33	889	636	302	602	46
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	432	171	0	134	267	0	33	889	0	302	602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	171	0	134	267	0	33	889	0	302	602	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	432	171	0	134	267	0	33	889	0	302	602	0
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.06	0.00	0.05	0.06	0.00	0.01	0.20	0.00	0.07	0.14	0.00
Crit Volume:	144				89			296			101	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #94 Pleasant Grove & Sun City

Cycle (sec): 120 Critical Vol./Cap. (X): 0.197
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	56	0	19	2	440	0	0	475	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:	0	0	0	56	0	19	2	440	0	0	475	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	56	0	19	2	440	0	0	475	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	56	0	19	2	440	0	0	475	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	56	0	19	2	440	0	0	475	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.00	0.15	0.00	0.00	0.16	0.02
Crit Volume:			0			56			2			238
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec): 120 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	106	1050	31	96	1017	73	115	6	55	16	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	1050	31	96	1017	73	115	6	55	16	1	3
User Adj:	1.00	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:	106	1050	31	96	1017	73	115	6	55	16	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1050	31	96	1017	73	115	6	55	16	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	106	1050	31	96	1017	73	115	6	55	16	1	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.02	0.03	0.23	0.05	0.04	0.00	0.04	0.01	0.00	0.00
Crit Volume:		350			48				55	8		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ovl				Ovl				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:	2	0	2	0 1	2	0	1	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	133	372	251		81	306	166		188	1050	113		169	822	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	133	372	251		81	306	166		188	1050	113		169	822	80	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	133	372	0		81	306	166		188	1050	113		169	822	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	133	372	0		81	306	166		188	1050	113		169	822	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	133	372	0		81	306	166		188	1050	113		169	822	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	2900	1450		2900	1450	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.13	0.00		0.03	0.21	0.11		0.06	0.24	0.08		0.06	0.19	0.00	
Crit Volume:	67				306				350				84			
Crit Moves:	****				****				****				****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.339
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	61	0	162		0	0	0		0	991	50		60	598	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:	61	0	162		0	0	0		0	991	50		60	598	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	0	162		0	0	0		0	991	50		60	598	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	0	162		0	0	0		0	991	50		60	598	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:	61	0	162		0	0	0		0	991	50		60	598	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.86	0.14		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4284	216		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.11		0.00	0.00	0.00		0.00	0.23	0.23		0.04	0.13	0.00	
Crit Volume:			162		0					347			0			
Crit Moves:			****							****			****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	140	316	230	306	379	77	33	567	149	123	342	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	316	230	306	379	77	33	567	149	123	342	180
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	140	316	0	306	379	0	33	567	0	123	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	316	0	306	379	0	33	567	0	123	342	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	140	316	0	306	379	0	33	567	0	123	342	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.00	0.11	0.13	0.00	0.01	0.20	0.00	0.04	0.12	0.00
Crit Volume:		158		153				284		62		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	2	1071	20	63	418	5	14	2	5	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1071	20	63	418	5	14	2	5	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1071	20	63	418	5	14	2	5	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1071	20	63	418	5	14	2	5	6	0	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:	2	1071	20	63	418	5	14	2	5	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.96	0.04	1.00	1.98	0.02	0.88	0.12	1.00	1.00	0.00	1.00
Final Sat.:	1450	2847	53	1450	2866	34	1269	181	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.04	0.15	0.15	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:		546		63				16		6		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.409
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	0	977	22	24	412	0	0	0	0	71	17	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	977	22	24	412	0	0	0	0	71	17	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	977	22	24	412	0	0	0	0	71	17	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	977	22	24	412	0	0	0	0	71	17	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	977	22	24	412	0	0	0	0	71	17	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.70	0.30	1.00
Final Sat.:	0	2934	66	1500	3000	0	0	0	0	1054	446	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.02	0.14	0.00	0.00	0.00	0.00	0.07	0.04	0.08
Crit Volume:		500		0			0					114
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.476
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1 1	0	1	0 1	1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	19	978	71	68	383	1	6	26	41	47	18	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	978	71	68	383	1	6	26	41	47	18	20
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:	19	978	71	68	383	1	6	26	41	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	978	71	68	383	1	6	26	41	47	18	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	978	71	68	383	1	6	26	41	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.86	0.14	1.00	1.99	0.01	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2704	196	1450	2892	8	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.05	0.13	0.13	0.02	0.02	0.03	0.04	0.04	0.00
Crit Volume:			525	68				32			65	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.093
Loss Time (sec): 0 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	0	0	1	0	0	1	1	0	2	0	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	1	0	3	2	218	0	0	270	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	3	2	218	0	0	270	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	3	2	218	0	0	270	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	2	218	0	0	270	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	1	0	3	2	218	0	0	270	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.00	0.09	0.01
Crit Volume:	0					3	2				135	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	47	0	123	0	0	0	0	1346	83	74	776	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:	47	0	123	0	0	0	0	1346	83	74	776	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	123	0	0	0	0	1346	83	74	776	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	123	0	0	0	0	1346	83	74	776	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:	47	0	123	0	0	0	0	1346	83	74	776	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.30	0.06	0.05	0.17	0.00
Crit Volume:			123	0				449		74		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	4	9	4	60	2	61	67	1416	23	52	914	205
Growth Adj:	1.00	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	9	4	60	2	61	67	1416	23	52	914	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	9	4	60	2	61	67	1416	23	52	914	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	9	4	60	2	61	67	1416	23	52	914	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	9	4	60	2	61	67	1416	23	52	914	205
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2806	94	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.02	0.04	0.05	0.33	0.02	0.04	0.21	0.14
Crit Volume:		9		31				472		52		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 9 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			Ovl			Ovl			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:	0	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	7	8	23	164	4	73	30	1432	8	5	752	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	8	23	164	4	73	30	1432	8	5	752	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	8	23	164	4	73	30	1432	8	5	752	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	8	23	164	4	73	30	1432	8	5	752	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	8	23	164	4	73	30	1432	8	5	752	127
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	700	800	1500	2929	71	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.06	0.05	0.02	0.32	0.01	0.00	0.17	0.08
Crit Volume:			23	84				477		5		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	3	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	137	177	76	9	55	79	236	1585	215	163	1161	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:	137	177	76	9	55	79	236	1585	215	163	1161	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	137	177	0	9	55	79	236	1585	0	163	1161	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	177	0	9	55	79	236	1585	0	163	1161	41
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	137	177	0	9	55	79	236	1585	0	163	1161	41
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.01	0.02	0.05	0.08	0.36	0.00	0.06	0.27	0.03
Crit Volume:		89		9				528		82		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1 0	0 1	1	1 0	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	65	7	206	9	11	2	13	1461	67	154	777	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	7	206	9	11	2	13	1461	67	154	777	20
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	65	7	0	9	11	0	13	1461	0	154	777	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	7	0	9	11	0	13	1461	0	154	777	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	65	7	0	9	11	0	13	1461	0	154	777	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.19	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2618	282	1450	1450	1450	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.01	0.01	0.00	0.00	0.34	0.00	0.05	0.18	0.00
Crit Volume:		36		11				487		77		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0	64	0	403	285	1397	2	0	1014		66			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
Initial Bse:	2	0	0	64	0	403	285	1397	2	0	1014		66			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
PHF Volume:	2	0	0	64	0	403	285	1397	2	0	1014		66			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0			
Reduced Vol:	2	0	0	64	0	403	285	1397	2	0	1014		66			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	64	0	403	285	1397	2	0	1014		66			
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00		1.00			
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4344	6	1450	4350		1450			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.14	0.10	0.32	0.32	0.00	0.23		0.05			
Crit Volume:	2					202	0				338					
Crit Moves:	****					****	****				****					

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	254	102	157	407	134	45	129	1355	86	302	859	132				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	254	102	157	407	134	45	129	1355	86	302	859	132				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	254	102	157	407	134	45	129	1355	86	302	859	132				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	254	102	157	407	134	45	129	1355	86	302	859	132				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	254	102	157	407	134	45	129	1355	86	302	859	132				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.04	0.11	0.14	0.05	0.03	0.04	0.31	0.06	0.10	0.20	0.09				
Crit Volume:		51		204				452		151						
Crit Moves:		****		****				****		****						

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	41	1	54	16	0	22	65	1459	6	11	792	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:	41	1	54	16	0	22	65	1459	6	11	792	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	41	1	0	16	0	0	65	1459	0	11	792	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1	0	16	0	0	65	1459	0	11	792	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	41	1	0	16	0	0	65	1459	0	11	792	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	2.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1415	35	1450	2900	0	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.01	0.00	0.00	0.04	0.34	0.00	0.01	0.18	0.00
Crit Volume:		42			8			486		11		
Crit Moves:	****			****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	835	54	123	1343	0	0	0	0	173	0	263
Growth Adj:	1.00	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	835	54	123	1343	0	0	0	0	173	0	263
User Adj:	1.00	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	835	54	123	1343	0	0	0	0	173	0	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	835	54	123	1343	0	0	0	0	173	0	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	835	54	123	1343	0	0	0	0	173	0	263
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.04	0.08	0.30	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:	0				448				0	173		
Crit Moves:	****				****					****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.334
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	396	432	49	71	352	4	9	81	205	62	204	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	432	49	71	352	4	9	81	205	62	204	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	396	432	49	71	352	4	9	81	205	62	204	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	432	49	71	352	4	9	81	205	62	204	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	396	432	49	71	352	4	9	81	205	62	204	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.03	0.05	0.12	0.00	0.01	0.03	0.14	0.04	0.07	0.05
Crit Volume:	198			176			9			102		
Crit Moves:	****			****			****			****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	170	840	2	23	1342	67	28	11	125	10	19	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:	170	840	2	23	1342	67	28	11	125	10	19	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	840	2	23	1342	67	28	11	125	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	840	2	23	1342	67	28	11	125	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	170	840	2	23	1342	67	28	11	125	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.02	0.31	0.05	0.02	0.01	0.09	0.01	0.05	0.05
Crit Volume:	170			447			28					67
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	99	0	37	0	0	0	0	691	23	32	840	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:	99	0	37	0	0	0	0	691	23	32	840	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	0	37	0	0	0	0	691	23	32	840	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	37	0	0	0	0	691	23	32	840	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:	99	0	37	0	0	0	0	691	23	32	840	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.00	0.00	0.00	0.23	0.02	0.02	0.28	0.00
Crit Volume:	99					0			0		420	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore			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	3	0	1	1	0	2	1	0	1	0	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	93	911	87	83	976	267	143	73	155	1	3	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	911	87	83	976	267	143	73	155	1	3	4
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	93	911	0	83	976	267	143	73	155	1	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	911	0	83	976	267	143	73	155	1	3	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	93	911	0	83	976	267	143	73	155	1	3	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.36	0.64	1.00	0.32	0.68	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	3416	934	1450	464	986	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.06	0.29	0.29	0.10	0.16	0.16	0.00	0.00	0.00
Crit Volume:	93					414			228		1	
Crit Moves:	****					****			****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			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 3	0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	73	780	0	0	1347	173	103	0	50	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:	73	780	0	0	1347	173	103	0	50	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	780	0	0	1347	173	103	0	50	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	780	0	0	1347	173	103	0	50	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:	73	780	0	0	1347	173	103	0	50	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.00	0.30	0.12	0.03	0.00	0.03	0.00	0.00	0.00
Crit Volume:	73				449		52				0	
Crit Moves:	****				****		****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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:	Ignore			Ignore			Ignore			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	443	800	11	51	600	128	91	108	439	51	293	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:	443	800	11	51	600	128	91	108	439	51	293	30
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	443	800	0	51	600	0	91	108	0	51	293	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	800	0	51	600	0	91	108	0	51	293	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	443	800	0	51	600	0	91	108	0	51	293	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.31	0.28	0.00	0.04	0.21	0.00	0.06	0.04	0.00	0.04	0.10	0.00
Crit Volume:	443				300		91				147	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.249
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	0 1	0 1	0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	72	187	5	1	213	18	21	3	122	52	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	187	5	1	213	18	21	3	122	52	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	187	5	1	213	18	21	3	122	52	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	187	5	1	213	18	21	3	122	52	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	72	187	5	1	213	18	21	3	122	52	3	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.88	0.12	1.00	0.87	0.05	0.08
Final Sat.:	1450	2900	1450	1450	2900	1450	1269	181	1450	1257	73	121
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.00	0.00	0.07	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:	72				107				122			60
Crit Moves:	****				****				****			****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.259
Loss Time (sec):	12	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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0 1	0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	12	479	7	20	440	7	45	0	33	25	0	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	479	7	20	440	7	45	0	33	25	0	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	479	7	20	440	7	45	0	33	25	0	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	479	7	20	440	7	45	0	33	25	0	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	479	7	20	440	7	45	0	33	25	0	88
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.97	0.03	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2858	42	1450	2855	45	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.15	0.15	0.03	0.00	0.02	0.02	0.00	0.06
Crit Volume:		243			0			45				88
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.142
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	2	219	35	140	263	8	6	0	3	53	5	133
Growth Adj:	1.00	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	219	35	140	263	8	6	0	3	53	5	133
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	219	0	140	263	0	6	0	0	53	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	219	0	140	263	0	6	0	0	53	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	219	0	140	263	0	6	0	0	53	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.05	0.09	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		109		70				0		27		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	79	12	7	19	6	60	43	372	24	6	713	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	12	7	19	6	60	43	372	24	6	713	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	12	7	19	6	60	43	372	24	6	713	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	12	7	19	6	60	43	372	24	6	713	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	79	12	7	19	6	60	43	372	24	6	713	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.12	0.07	0.76	0.24	1.00	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	1169	178	104	1102	348	1450	1450	2724	176	1450	2852	48
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.04	0.03	0.14	0.14	0.00	0.25	0.25
Crit Volume:		98			25		43				363	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 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			Permitted			Permitted		
Rights:	Ovl			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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	423	304	260	155	0	0	0	0	268	0	375
Growth Adj:	1.00	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	423	304	260	155	0	0	0	0	268	0	375
User Adj:	1.00	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	423	304	260	155	0	0	0	0	268	0	375
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	423	304	260	155	0	0	0	0	268	0	375
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	423	304	260	155	0	0	0	0	268	0	375
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.20	0.17	0.10	0.00	0.00	0.00	0.00	0.18	0.00	0.25
Crit Volume:		423		260				0		268		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 0 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0 0	1	0	2 0	1	0	2 0 1
Volume Module:												
Base Vol:	7	0	24	52	0	175	64	171	11	18	226	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	24	52	0	175	64	171	11	18	226	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	24	52	0	175	64	171	11	18	226	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	24	52	0	175	64	171	11	18	226	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	24	52	0	175	64	171	11	18	226	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	327	0	1123	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.06	0.01	0.01	0.08	0.02
Crit Volume:			31			175	64				113	
Crit Moves:			****			****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	40	1205	15	4	1053	37	35	16	25	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1205	15	4	1053	37	35	16	25	3	1	1
User Adj:	1.00	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:	40	1205	15	4	1053	37	35	16	25	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1205	15	4	1053	37	35	16	25	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	1205	15	4	1053	37	35	16	25	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.69	0.31	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1029	471	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.01	0.00	0.35	0.02	0.03	0.03	0.02	0.00	0.00	0.00
Crit Volume:		603		4			51			3		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	0 1	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	114	1116	2	1	949	79	102	1	143	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1116	2	1	949	79	102	1	143	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1116	2	1	949	79	102	1	143	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1116	2	1	949	79	102	1	143	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1116	2	1	949	79	102	1	143	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1244	256	1500	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.00	0.00	0.32	0.05	0.08	0.00	0.10	0.00	0.00	0.00
Crit Volume:	114				475		102				2	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			Ignore			Ignore			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	87	853	22	212	605	48	60	192	9	26	212	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	853	22	212	605	48	60	192	9	26	212	95
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	87	853	0	212	605	0	60	192	0	26	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	853	0	212	605	0	60	192	0	26	212	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	87	853	0	212	605	0	60	192	0	26	212	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.00	0.15	0.21	0.00	0.04	0.13	0.00	0.02	0.07	0.00
Crit Volume:		427		212				192		26		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	83	914	69	48	785	32	98	7	123	25	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	914	69	48	785	32	98	7	123	25	3	15
User Adj:	1.00	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:	83	914	69	48	785	32	98	7	123	25	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	914	69	48	785	32	98	7	123	25	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	83	914	69	48	785	32	98	7	123	25	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.79	0.21	1.00	3.00	1.00	1.87	0.13	1.00	0.89	0.11	1.00
Final Sat.:	1450	4045	305	1450	4350	1450	2707	193	1450	1295	155	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.03	0.18	0.02	0.04	0.04	0.08	0.02	0.02	0.01
Crit Volume:			328	48					123		28	
Crit Moves:			****	****					****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	128	985	23	16	887	150	194	53	116	74	114	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:	128	985	23	16	887	150	194	53	116	74	114	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	985	23	16	887	150	194	53	116	74	114	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	985	23	16	887	150	194	53	116	74	114	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	985	23	16	887	150	194	53	116	74	114	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.02	0.01	0.31	0.10	0.13	0.04	0.08	0.05	0.08	0.02
Crit Volume:	128			444			194			114		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.587
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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 2.0	0 1	1	0 2.0	0 1	1	1 0.0	0 1	0	1 0.0	0 1
Volume Module:												
Base Vol:	285	979	59	21	982	73	187	8	222	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	979	59	21	982	73	187	8	222	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	285	979	59	21	982	73	187	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	979	59	21	982	73	187	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	285	979	59	21	982	73	187	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2877	123	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.04	0.01	0.33	0.05	0.06	0.07	0.00	0.01	0.01	0.00
Crit Volume:	285			491			98			7		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.365
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	105	520	80	43	1022	36	42	86	67	186	76	10
Growth Adj:	1.00	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	520	80	43	1022	36	42	86	67	186	76	10
User Adj:	1.00	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:	105	520	80	43	1022	36	42	86	67	186	76	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	520	80	43	1022	36	42	86	67	186	76	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	105	520	80	43	1022	36	42	86	67	186	76	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.88	0.12
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	2900	1281	169
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.01	0.23	0.02	0.03	0.03	0.05	0.06	0.06	0.06
Crit Volume:	53			341			43			93		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.465
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	131	655	327	123	1119	28	11	62	125	348	59	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:	131	655	327	123	1119	28	11	62	125	348	59	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	655	327	123	1119	28	11	62	125	348	59	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	655	327	123	1119	28	11	62	125	348	59	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	655	327	123	1119	28	11	62	125	348	59	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2900	940	510
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.23	0.04	0.26	0.02	0.01	0.04	0.09	0.12	0.06	0.06
Crit Volume:	66			373			62			174		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	9	530	16	9	946	21	94	16	39	63	28	4
Growth Adj:	1.00	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	530	16	9	946	21	94	16	39	63	28	4
User Adj:	1.00	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:	9	530	16	9	946	21	94	16	39	63	28	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	530	16	9	946	21	94	16	39	63	28	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	530	16	9	946	21	94	16	39	63	28	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.29	0.71	2.00	0.88	0.12
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	422	1028	2900	1269	181
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.01	0.01	0.22	0.01	0.06	0.04	0.04	0.02	0.02	0.02
Crit Volume:	9			315			94			32		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	23	1221	85	131	1029	27	27	24	32	54	8	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1221	85	131	1029	27	27	24	32	54	8	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1221	85	131	1029	27	27	24	32	54	8	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1221	85	131	1029	27	27	24	32	54	8	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1221	85	131	1029	27	27	24	32	54	8	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.95	0.05	1.00	0.43	0.57	1.00	0.10	0.90
Final Sat.:	1500	2805	195	1500	2923	77	1500	643	857	1500	143	1357
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.09	0.35	0.35	0.02	0.04	0.04	0.04	0.06	0.06
Crit Volume:		653		131					56	54		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	14	1245	14	3	1065	3	10	8	16	48	2	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1245	14	3	1065	3	10	8	16	48	2	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1245	14	3	1065	3	10	8	16	48	2	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1245	14	3	1065	3	10	8	16	48	2	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	1245	14	3	1065	3	10	8	16	48	2	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.99	0.01	0.59	0.47	0.94	1.00	0.47	0.53
Final Sat.:	1450	2868	32	1450	2892	8	853	682	1365	1450	682	768
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.00	0.37	0.37	0.01	0.01	0.01	0.03	0.00	0.02
Crit Volume:		630			3			17		48		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	1244	19	25	1037	47	44	29	2	30	14	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1244	19	25	1037	47	44	29	2	30	14	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1244	19	25	1037	47	44	29	2	30	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1244	19	25	1037	47	44	29	2	30	14	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1244	19	25	1037	47	44	29	2	30	14	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.91	0.09	0.58	0.39	0.03	0.34	0.16	0.50
Final Sat.:	1500	2955	45	1500	2870	130	880	580	40	506	236	758
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.02	0.36	0.36	0.05	0.05	0.05	0.06	0.06	0.06
Crit Volume:			632	25			44					89
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1294		37	90	1159		0	0		0		43		0	31
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Initial Bse:	0	1294		37	90	1159		0	0		0		43		0	31
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
PHF Adj:	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	1294		37	90	1159		0	0		0		43		0	31
Reduct Vol:	0	0		0	0	0		0	0		0		0		0	0
Reduced Vol:	0	1294		37	90	1159		0	0		0		43		0	31
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
FinalVolume:	0	1294		37	90	1159		0	0		0		43		0	31
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500		1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Lanes:	1.00	1.94		0.06	1.00	2.00		0.00	0.00		0.00		1.00		0.00	1.00
Final Sat.:	1500	2917		83	1500	3000		0	0		0		1500		0	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.44		0.44	0.06	0.39		0.00	0.00		0.00		0.03		0.00	0.02
Crit Volume:				666		90					0				43	
Crit Moves:				****		****									****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	670		25	113	485		0	0		0		13		0	28
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Initial Bse:	0	670		25	113	485		0	0		0		13		0	28
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
PHF Adj:	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	670		25	113	485		0	0		0		13		0	28
Reduct Vol:	0	0		0	0	0		0	0		0		0		0	0
Reduced Vol:	0	670		25	113	485		0	0		0		13		0	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
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
FinalVolume:	0	670		25	113	485		0	0		0		13		0	28
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500		1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00		1.00	1.00
Lanes:	0.00	1.93		0.07	1.00	2.00		0.00	0.00		0.00		1.00		0.00	1.00
Final Sat.:	0	2892		108	1500	3000		0	0		0		1500		0	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23		0.23	0.08	0.16		0.00	0.00		0.00		0.01		0.00	0.02
Crit Volume:				348		113					0				13	
Crit Moves:				****		****									****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	497	38	135	502	3	5	4	9	92	1	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	497	38	135	502	3	5	4	9	92	1	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	497	38	135	502	3	5	4	9	92	1	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	497	38	135	502	3	5	4	9	92	1	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	497	38	135	502	3	5	4	9	92	1	119
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.28	0.22	0.50	0.99	0.01	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	403	322	725	1434	16	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.03	0.09	0.35	0.00	0.01	0.01	0.01	0.06	0.06	0.08
Crit Volume:		497		135			18			93		
Crit Moves:		****		****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 12 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	479	51	33	551	23	60	2	27	12	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	479	51	33	551	23	60	2	27	12	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	479	51	33	551	23	60	2	27	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	479	51	33	551	23	60	2	27	12	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	479	51	33	551	23	60	2	27	12	0	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	1.92	0.08	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2621	279	1450	2784	116	1403	47	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.02	0.20	0.20	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:	18					287		62		12		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0	1	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	203	318	78	276	0	0	0	0	237	0	71
Growth Adj:	1.00	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	203	318	78	276	0	0	0	0	237	0	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:	0	203	318	78	276	0	0	0	0	237	0	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	203	318	78	276	0	0	0	0	237	0	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	203	318	78	276	0	0	0	0	237	0	71
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.21	0.05	0.09	0.00	0.00	0.00	0.00	0.16	0.00	0.05
Crit Volume:			318	78				0		237		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Ovl			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 0	1	0	1 0	1	0	0 1	0	2	0 1
Volume Module:												
Base Vol:	18	0	89	288	3	78	75	383	33	72	414	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	89	288	3	78	75	383	33	72	414	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	0	89	288	3	78	75	383	33	72	414	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	89	288	3	78	75	383	33	72	414	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	0	89	288	3	78	75	383	33	72	414	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.58	0.42	1.00	0.92	0.08	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	837	613	1450	1335	115	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.20	0.00	0.13	0.05	0.29	0.29	0.05	0.14	0.09
Crit Volume:				89	288			416		72		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	181	321	9	1	482	18	72	18	213	23	37	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:	181	321	9	1	482	18	72	18	213	23	37	8
User Adj:	1.00	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:	181	321	9	1	482	18	72	18	213	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	321	9	1	482	18	72	18	213	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	321	9	1	482	18	72	18	213	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.97	0.03	1.00	0.96	0.04	0.80	0.20	1.00	0.38	0.62	1.00
Final Sat.:	1450	1410	40	1450	1398	52	1160	290	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.00	0.34	0.34	0.06	0.06	0.15	0.04	0.04	0.01
Crit Volume:	181			500			90			60		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.443
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0 1	1	0	1 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	55	286	5	14	288	236	251	9	77	28	11	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:	55	286	5	14	288	236	251	9	77	28	11	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	286	5	14	288	236	251	9	77	28	11	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	286	5	14	288	236	251	9	77	28	11	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	55	286	5	14	288	236	251	9	77	28	11	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1400	50	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.00	0.01	0.20	0.16	0.18	0.18	0.05	0.03	0.03	0.02
Crit Volume:	55			288			260			39		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.453
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	78	443	35	90	446	189	80	34	37	147	83	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	443	35	90	446	189	80	34	37	147	83	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	443	35	90	446	189	80	34	37	147	83	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	443	35	90	446	189	80	34	37	147	83	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	443	35	90	446	189	80	34	37	147	83	68
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.85	0.15	1.00	1.40	0.60	0.70	0.30	1.00	1.00	1.00	1.00
Final Sat.:	1450	2688	212	1450	2037	863	1018	432	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.06	0.22	0.22	0.08	0.08	0.03	0.10	0.06	0.05
Crit Volume:	78			318			114			147		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.359
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	138	453	55	66	357	83	89	0	130	71	0	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	453	55	66	357	83	89	0	130	71	0	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	453	55	66	357	83	89	0	130	71	0	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	453	55	66	357	83	89	0	130	71	0	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	453	55	66	357	83	89	0	130	71	0	104
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2586	314	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.18	0.05	0.12	0.06	0.06	0.00	0.09	0.05	0.00	0.07
Crit Volume:		254			66				130	71		
Crit Moves:		****			****				****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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 1	0	0	0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	157	841	264	0	0	0	0	350	241	37	834	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:	157	841	264	0	0	0	0	350	241	37	834	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	157	841	0	0	0	0	0	350	0	37	834	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	841	0	0	0	0	0	350	0	37	834	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	157	841	0	0	0	0	0	350	0	37	834	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	1.69	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	472	2528	0	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.02	0.28	0.00
Crit Volume:		499			0			0			417	
Crit Moves:		****					****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Permitted		
Rights:	Ovl			Ignore			Ovl			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 0 2	1	0	2 0 1	0	0	4 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	126	0	204	29	163	281	0	1221	186	181	507	497
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	204	29	163	281	0	1221	186	181	507	497
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	0	204	29	163	0	0	1221	186	181	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	204	29	163	0	0	1221	186	181	507	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	126	0	204	29	163	0	0	1221	186	181	507	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	1500	0	3000	1500	3000	1500	0	6000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.07	0.02	0.05	0.00	0.00	0.20	0.12	0.06	0.17	0.00
Crit Volume:	126				82			305			254	
Crit Moves:	****				****			****				

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 6 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			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	0	2	0	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	678	0	170	0	955	294	0	785	562
Growth Adj:	1.00	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	678	0	170	0	955	294	0	785	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	678	0	170	0	955	0	0	785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	678	0	170	0	955	0	0	785	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	678	0	170	0	955	0	0	785	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.11	0.00	0.30	0.00	0.00	0.25	0.00
Crit Volume:			0			339			478		0	
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 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:	Ignore			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:	0	0	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	660	137	422	230	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	0	0	0	0	660	137	422	230	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	660	137	422	230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	660	137	422	230	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	660	137	422	230	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.09	0.14	0.08	0.00
Crit Volume:			0			0			220		211	
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	1
Volume Module:												
Base Vol:	352	0	280	0	0	0	0	633	113	48	1210	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:	352	0	280	0	0	0	0	633	113	48	1210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	352	0	280	0	0	0	0	633	0	48	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	0	280	0	0	0	0	633	0	48	1210	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	352	0	280	0	0	0	0	633	0	48	1210	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.19	0.00	0.00	0.00	0.00	0.21	0.00	0.03	0.40	0.00
Crit Volume:			280	0			0				605	
Crit Moves:			****				****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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	1	0	1
Volume Module:												
Base Vol:	0	0	0	70	0	216	0	682	419	515	1045	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	70	0	216	0	682	419	515	1045	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	0	0	682	0	515	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	0	0	682	0	515	1045	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	70	0	0	0	682	0	515	1045	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.23	0.00	0.34	0.35	0.00
Crit Volume:				0			70			341	515	
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.551
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	2 0 1	0	0	2 0 1	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	1264	143	0	567	0	0	0	0	323	0	195
Growth Adj:	1.00	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	1264	143	0	567	0	0	0	0	323	0	195
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1264	0	0	567	0	0	0	0	323	0	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1264	0	0	567	0	0	0	0	323	0	195
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1264	0	0	567	0	0	0	0	323	0	195
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	0	3000	1500	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.11	0.00	0.13
Crit Volume:		632		0			0					195
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ignore			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	2 0 0	0	0	2 1 0	0	0	0 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	382	454	0	0	1406	167	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	454	0	0	1406	167	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	382	454	0	0	1406	167	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	454	0	0	1406	167	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	382	454	0	0	1406	167	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.68	0.32	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1500	3000	0	0	4022	478	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.15	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	382					524	0				0	
Crit Moves:	****					****						

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.344
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0 1	2	0	3 0 0	0	0	0 0 2	0	0	0 0 1
Volume Module:												
Base Vol:	0	731	134	546	1066	0	0	0	541	0	0	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:	0	731	134	546	1066	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	731	0	546	1066	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	0	546	1066	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	731	0	546	1066	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.18	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		244		273			0			0		
Crit Moves:		****		****								

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec): 120 Critical Vol./Cap. (X): 0.972
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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	1 0 1	2	0	0 0 1	1	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	102	465	625	198	0	390	160	1430	226	0	810	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:	102	465	625	198	0	390	160	1430	226	0	810	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	102	465	0	198	0	390	160	1430	0	0	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	465	0	198	0	390	160	1430	0	0	810	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	102	465	0	198	0	390	160	1430	0	0	810	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	1450	1450	2900	1450	0	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.07	0.00	0.27	0.11	0.49	0.00	0.00	0.19	0.00
Crit Volume:		465				390		715		0		
Crit Moves:		****				****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.122
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	0	0	7		25	1	32		10	277	4		4	226	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:	0	0	7		25	1	32		10	277	4		4	226	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	7		25	1	32		10	277	4		4	226	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	7		25	1	32		10	277	4		4	226	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	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	7		25	1	32		10	277	4		4	226	11	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		1.00	0.03	0.97		1.00	1.97	0.03		1.00	1.91	0.09	
Final Sat.:	1450	0	1450		1450	44	1406		1450	2859	41		1450	2765	135	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.02	0.02		0.01	0.10	0.10		0.00	0.08	0.08	
Crit Volume:			7		25					141			4			
Crit Moves:			****		****					****			****			

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore				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	0 1	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1
Volume Module:																
Base Vol:	0	1142	93		55	959	0		0	248	124		69	0	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1142	93		55	959	0		0	248	124		69	0	76	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1142	0		55	959	0		0	248	124		69	0	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1142	0		55	959	0		0	248	124		69	0	76	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1142	0		55	959	0		0	248	124		69	0	76	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00	
Final Sat.:	0	2900	1450		1450	2900	0		0	2900	1450		2900	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.39	0.00		0.04	0.33	0.00		0.00	0.09	0.09		0.02	0.00	0.05	
Crit Volume:		571			55					124			35			
Crit Moves:		****			****					****			****			

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #191 Road B & SV NS Coll 3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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	0	1	0	0	1
Volume Module:												
Base Vol:	10	393	172	20	330	6	17	47	32	224	28	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:	10	393	172	20	330	6	17	47	32	224	28	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	393	172	20	330	6	17	47	32	224	28	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	393	172	20	330	6	17	47	32	224	28	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	393	172	20	330	6	17	47	32	224	28	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.27	0.73	1.00	0.79	0.10	0.11
Final Sat.:	1450	1450	1450	1450	1424	26	385	1065	1450	1144	143	163
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.12	0.01	0.23	0.23	0.04	0.04	0.02	0.20	0.20	0.20
Crit Volume:		393			20			64				284
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120	Critical Vol./Cap. (X):	0.390
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
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:	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	1	176	117	1	158	138	213	216	2	133	187	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	176	117	1	158	138	213	216	2	133	187	2
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	176	117	1	158	0	213	216	2	133	187	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	176	117	1	158	0	213	216	2	133	187	2
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:	1	176	117	1	158	0	213	216	2	133	187	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.00	0.99	0.01	1.00	0.99	0.01
Final Sat.:	8	1492	1500	9	1491	1500	1500	1486	14	1500	1484	16
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.08	0.11	0.11	0.00	0.14	0.15	0.15	0.09	0.13	0.13
Crit Volume:		177			1			218			189	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1003 Vernon & Grant

Cycle (sec):	120	Critical Vol./Cap. (X):	0.244
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	89	30	33	3	19	9	7	240	89	10	252	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	30	33	3	19	9	7	240	89	10	252	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	30	33	3	19	9	7	240	89	10	252	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	30	33	3	19	9	7	240	89	10	252	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	30	33	3	19	9	7	240	89	10	252	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.25	1.00	0.10	0.61	0.29	0.03	0.97	1.00	0.04	0.95	0.01
Final Sat.:	1197	403	1600	155	981	465	45	1555	1600	61	1527	12
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.02	0.02	0.02	0.02	0.15	0.15	0.06	0.17	0.16	0.17
Crit Volume:	89				31			7				264
Crit Moves:	****				****			****				****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.224
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1!	0
Volume Module:												
Base Vol:	4	2	12	2	1	2	3	326	9	6	304	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	2	12	2	1	2	3	326	9	6	304	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	12	2	1	2	3	326	9	6	304	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	12	2	1	2	3	326	9	6	304	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	12	2	1	2	3	326	9	6	304	5
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.40	0.20	0.40	0.01	0.96	0.03	0.02	0.96	0.02
Final Sat.:	1067	533	1600	640	320	640	14	1543	43	30	1544	25
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.21	0.21	0.21	0.20	0.20	0.20
Crit Volume:			12		2				338		6	
Crit Moves:			****		****				****		****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.617
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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!	0	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	11	19	313	12	18	1	4	295	9	194	266	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	19	313	12	18	1	4	295	9	194	266	1
User Adj:	1.00	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:	11	19	313	12	18	1	4	295	9	194	266	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	313	12	18	1	4	295	9	194	266	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	19	313	12	18	1	4	295	9	194	266	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.06	0.91	0.39	0.58	0.03	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	48	83	1369	581	871	48	1500	1456	44	1500	1494	6
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.02	0.02	0.02	0.00	0.20	0.20	0.13	0.18	0.18
Crit Volume:			343		12				304		267	
Crit Moves:			****		****				****		****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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:	2	0 2.0	0 1.0	1.0	0 2.0	0 1.0	0 1.0	0 0.0	0 1.0	0 1.0	0 0.0	0 1.0
Volume Module:												
Base Vol:	196	397	9	11	700	14	69	74	197	60	77	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	397	9	11	700	14	69	74	197	60	77	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	397	9	11	700	0	69	74	197	60	77	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	397	9	11	700	0	69	74	197	60	77	10
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:	196	397	9	11	700	0	69	74	197	60	77	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.48	0.52	1.00	0.44	0.56	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	700	750	1450	635	815	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.01	0.01	0.24	0.00	0.10	0.10	0.14	0.09	0.09	0.01
Crit Volume:	98			350			143			137		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: AM Peak Hour

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

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.348
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1.0	0 0.0	0 1.0	1 1.0	0 0.0	0 1.0	1 0.0	1! 0.0	0 0.0	0 1.0	0 0.0	0 2.0
Volume Module:												
Base Vol:	0	7	1	602	20	318	295	28	7	1	21	301
Growth Adj:	1.00	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	7	1	602	20	318	295	28	7	1	21	301
User Adj:	1.00	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	7	1	602	20	318	295	28	7	1	21	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	602	20	318	295	28	7	1	21	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	602	20	318	295	28	7	1	21	301
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.94	0.06	1.00	1.79	0.17	0.04	0.05	0.95	2.00
Final Sat.:	0	1450	1450	2807	93	1450	2592	246	62	66	1384	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.21	0.22	0.11	0.11	0.11	0.02	0.02	0.10
Crit Volume:		7		311					165		22	
Crit Moves:		****		****					****		****	

Existing AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#205 Watt Ave/Baseline Rd	A xxxxx	0.513	A xxxxx	0.513	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E xxxxx	0.981	E xxxxx	0.981	+ 0.000 V/C
#315 SR 99/ El Centro Rd	E xxxxx	0.935	E xxxxx	0.935	+ 0.000 V/C
#30100 Locust/Baseline	C 24.6	0.885	C 24.6	0.885	+ 0.000 V/
#30300 Pleasent Grove N/Riego	C 21.4	0.843	C 21.4	0.843	+ 0.000 V/
#30400 Pleasent Grove S/Riego	C 21.2	0.848	C 21.2	0.848	+ 0.000 V/
#30500 Watt Ave/PFE Rd	C 20.8	0.806	C 20.8	0.806	+ 0.000 V/

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Existing AM
Sierra Vista

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

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl				Include				Ovl				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	0	1	0	0 0	0	0	0	0 1	0	1	1	0 1	0	0
Volume Module:																
Base Vol:	22	0	189		0	0	0		0	207	41		365	673	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	0	189		0	0	0		0	207	41		365	673	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	23	0	199		0	0	0		0	218	43		384	708	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	0	199		0	0	0		0	218	43		384	708	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:	23	0	199		0	0	0		0	218	43		384	708	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.00	1.00		1.00	1.00	0.00	
Final Sat.:	1425	0	1425		0	0	0		0	1425	1425		1425	1425	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.14		0.00	0.00	0.00		0.00	0.15	0.03		0.27	0.50	0.00	
Crit Volume:	23					0			0					708		
Crit Moves:	****								****					****		

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Existing AM
Sierra Vista

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

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.981
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	154	566	162	25	692	89	55	87	143	117	77	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	566	162	25	692	89	55	87	143	117	77	19
User Adj:	1.00	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:	162	596	171	26	728	94	58	92	151	123	81	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	596	171	26	728	94	58	92	151	123	81	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	162	596	171	26	728	94	58	92	151	123	81	20
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	0.78	0.22	1.00	0.89	0.11	1.00	0.38	0.62	1.00	0.80	0.20
Final Sat.:	1375	1069	306	1375	1218	157	1375	520	855	1375	1103	272
Capacity Analysis Module:												
Vol/Sat:	0.12	0.56	0.56	0.02	0.60	0.60	0.04	0.18	0.18	0.09	0.07	0.07
Crit Volume:	162					822			242	123		
Crit Moves:	****					****			****	****		

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Existing AM
Sierra Vista

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

Intersection #315 SR 99/ El Centro Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			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	0	1	0 0 1	1	1	0 0 1
Volume Module:												
Base Vol:	17	675	134	50	1805	7	2	9	7	518	11	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	675	134	50	1805	7	2	9	7	518	11	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	18	711	141	53	1900	7	2	9	0	545	12	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	711	141	53	1900	7	2	9	0	545	12	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	18	711	141	53	1900	7	2	9	0	600	12	26
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.18	0.82	1.00	1.96	0.04	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	250	1125	1375	2698	52	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.10	0.04	0.69	0.01	0.01	0.01	0.00	0.22	0.22	0.02
Crit Volume:	18					950			12	306		
Crit Moves:	****					****			****	****		

Existing AM
Sierra Vista

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

Intersection #30100 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 0 Average Delay (sec/veh): 24.6
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	6	5	22		13	1	1		2	201	4		52	635	19	
Growth Adj:	1.00	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	5	22		13	1	1		2	201	4		52	635	19	
User Adj:	1.00	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:	6	5	23		14	1	1		2	212	4		55	668	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	5	23		14	1	1		2	212	4		55	668	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	6	5	23		14	1	1		2	212	4		55	668	20	
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:	0.18	0.15	0.67		0.87	0.06	0.07		0.01	0.97	0.02		0.07	0.90	0.03	
Final Sat.:	111	92	407		483	37	37		7	716	14		62	755	23	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.06		0.03	0.03	0.03		0.30	0.30	0.30		0.89	0.89	0.89	
Crit Moves:	****						****			****					****	
Delay/Veh:	8.9	8.9	8.9		9.3	9.3	9.3		9.7	9.7	9.7		30.0	30.0	30.0	
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:	8.9	8.9	8.9		9.3	9.3	9.3		9.7	9.7	9.7		30.0	30.0	30.0	
LOS by Move:	A		A		A		A		A		A		D		D	
ApproachDel:	8.9				9.3				9.7				30.0			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	8.9				9.3				9.7				30.0			
LOS by Appr:	A				A				A				D			
AllWayAvgQ:	0.1	0.1	0.1		0.0	0.0	0.0		0.4	0.4	0.4		5.3	5.3	5.3	

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

Existing AM
Sierra Vista

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

Intersection #30300 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 0 Average Delay (sec/veh): 21.4
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		92	0	5		5	141	0		0	582	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		92	0	5		5	141	0		0	582	62	
User Adj:	1.00	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	0	0		97	0	5		5	148	0		0	613	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		97	0	5		5	148	0		0	613	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		97	0	5		5	148	0		0	613	65	
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:	0.00	0.00	0.00		0.00	0.95	0.00		0.05	0.03	0.97		0.00	0.00	1.00	
Final Sat.:	0	0	0		553	0	30		24	674	0		0	727	847	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.18	xxxx	0.18		0.22	0.22	xxxx		xxxx	0.84	0.08	
Crit Moves:					****				****					****		
Delay/Veh:	0.0	0.0	0.0		10.0	0.0	10.0		9.4	9.4	0.0		0.0	27.8	7.3	
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:	0.0	0.0	0.0		10.0	0.0	10.0		9.4	9.4	0.0		0.0	27.8	7.3	
LOS by Move:	*		*		B	*	B		A	A	*		*	D	A	
ApproachDel:	xxxxxx				10.0				9.4					25.8		
Delay Adj:	xxxxx				1.00				1.00					1.00		
ApprAdjDel:	xxxxxx				10.0				9.4					25.8		
LOS by Appr:	*				B				A					D		
AllWayAvgQ:	0.0	0.0	0.0		0.2	0.2	0.2		0.3	0.3	0.3		0.0	4.1	0.1	

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

Existing AM
Sierra Vista

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

Intersection #30400 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	21.2
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	61	0	20	0	0	0	0	183	50	56	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:	61	0	20	0	0	0	0	183	50	56	580	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	0	21	0	0	0	0	193	53	59	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	0	21	0	0	0	0	193	53	59	611	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:	64	0	21	0	0	0	0	193	53	59	611	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:	0.75	0.00	0.25	0.00	0.00	0.00	0.00	1.00	1.00	0.09	0.91	0.00
Final Sat.:	438	0	144	0	0	0	0	671	772	69	720	0
Capacity Analysis Module:												
Vol/Sat:	0.15	xxxx	0.15	xxxx	xxxx	xxxx	xxxx	0.29	0.07	0.85	0.85	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	9.7	0.0	9.7	0.0	0.0	0.0	0.0	10.0	7.6	27.0	27.0	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:	9.7	0.0	9.7	0.0	0.0	0.0	0.0	10.0	7.6	27.0	27.0	0.0
LOS by Move:	A	*	A	*	*	*	*	A	A	D	D	*
ApproachDel:	9.7			xxxxxx			9.5			27.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.7			xxxxxx			9.5			27.0		
LOS by Appr:	A			*			A			D		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.4	0.1	4.3	4.3	4.3

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

Existing AM
Sierra Vista

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

Intersection #30500 Watt Ave/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	20.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	1	206	323	13	391	0	0	0	0	268	0	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:	1	206	323	13	391	0	0	0	0	268	0	8
User Adj:	1.00	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:	1	217	340	14	412	0	0	0	0	282	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	217	340	14	412	0	0	0	0	282	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	217	340	14	412	0	0	0	0	282	0	8
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:	0.01	0.38	0.61	0.03	0.97	0.00	0.00	1.00	0.00	0.97	0.00	0.03
Final Sat.:	1	269	422	20	605	0	0	420	0	516	0	15
Capacity Analysis Module:												
Vol/Sat:	0.81	0.81	0.81	0.68	0.68	xxxx	xxxx	0.00	xxxx	0.55	xxxx	0.55
Crit Moves:		****			****			****				****
Delay/Veh:	24.7	24.7	24.7	18.9	18.9	0.0	0.0	0.0	0.0	15.9	0.0	15.9
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:	24.7	24.7	24.7	18.9	18.9	0.0	0.0	0.0	0.0	15.9	0.0	15.9
LOS by Move:	C	C	C	C	C	*	*	*	*	C	*	C
ApproachDel:	24.7			18.9			xxxxxx			15.9		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	24.7			18.9			xxxxxx			15.9		
LOS by Appr:	C			C			*			C		
AllWayAvgQ:	3.2	3.2	3.2	1.8	1.8	1.8	0.0	0.0	0.0	1.0	1.0	1.0

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

Existing AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	A xxxxx	0.471	A xxxxx	0.471	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	C xxxxx	0.755	C xxxxx	0.755	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	C xxxxx	0.757	C xxxxx	0.757	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	B xxxxx	0.627	B xxxxx	0.627	+ 0.000 V/C
#313 Watt Ave/Elkhorn	B xxxxx	0.688	B xxxxx	0.688	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	B xxxxx	0.624	B xxxxx	0.624	+ 0.000 V/C

Existing AM
Sierra Vista

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

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	207	506	111		106	827	232		223	130	152		410	361	161	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	207	506	111		106	827	232		223	130	152		410	361	161	
User Adj:	1.00	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:	218	533	117		112	871	244		235	137	160		432	380	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	218	533	117		112	871	244		235	137	160		432	380	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	218	533	117		112	871	244		235	137	160		432	380	169	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.12	0.08		0.04	0.19	0.16		0.08	0.05	0.11		0.14	0.13	0.11	
Crit Volume:	109					290			117					190		
Crit Moves:	****					****			****					****		

Existing AM
Sierra Vista

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

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.755
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:		Ovl				Ovl				Ovl				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	
Volume Module:																
Base Vol:	205	443	45		101	1111	89		169	112	445		150	111	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	205	443	45		101	1111	89		169	112	445		150	111	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	216	466	47		106	1169	94		178	118	468		158	117	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	216	466	47		106	1169	94		178	118	468		158	117	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	216	466	47		106	1169	94		178	118	468		158	117	54	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	1.37	0.63	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	2056	944	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.16	0.03		0.04	0.39	0.06		0.06	0.04	0.31		0.05	0.06	0.06	
Crit Volume:	0					585					468		79			
Crit Moves:	****					****					****		****			

Existing AM
Sierra Vista

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

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.757
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:		Ovl				Ovl				Ovl				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	2	0	1	1	0	2	0	1	1	0	2	0	1	
Volume Module:																
Base Vol:	36	343	107		223	1077	68		20	138	41		435	212	138	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	36	343	107		223	1077	68		20	138	41		435	212	138	
User Adj:	1.00	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:	38	361	113		235	1134	72		21	145	43		458	223	145	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	361	113		235	1134	72		21	145	43		458	223	145	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	38	361	113		235	1134	72		21	145	43		458	223	145	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	3000	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.12	0.08		0.16	0.38	0.05		0.01	0.05	0.03		0.31	0.15	0.10	
Crit Volume:	38					567					73		458			
Crit Moves:	****					****					****		****			

Existing AM
Sierra Vista

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

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	112	535	69	289	1080	281	165	351	113	131	346	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:	112	535	69	289	1080	281	165	351	113	131	346	154
User Adj:	1.00	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:	118	563	73	304	1137	296	174	369	119	138	364	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	563	73	304	1137	296	174	369	119	138	364	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	563	73	304	1137	296	174	369	119	138	364	162
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.51	0.49	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2269	731	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.05	0.10	0.38	0.20	0.06	0.16	0.16	0.05	0.12	0.11
Crit Volume:	59			568			244		69			
Crit Moves:	****			****			****		****			

Existing AM
Sierra Vista

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

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	Ovl			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	152	380	81	129	1419	247	142	371	188	275	557	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:	152	380	81	129	1419	247	142	371	188	275	557	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	160	400	85	136	1494	260	149	391	198	289	586	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	400	85	136	1494	260	149	391	198	289	586	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	160	400	85	136	1494	260	149	391	198	289	586	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.56	0.44	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3833	667	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.05	0.39	0.39	0.05	0.13	0.13	0.10	0.20	0.03
Crit Volume:	80			585			75			293		
Crit Moves:	****			****			****			****		

Existing Am Fri May 1, 2009 14:13:30 Page 8-1

Existing AM
Sierra Vista

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

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	127	380	64	591	880	197	82	377	137	64	606	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	380	64	591	880	197	82	377	137	64	606	232
User Adj:	1.00	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:	134	400	67	622	926	207	86	397	144	67	638	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	400	67	622	926	207	86	397	144	67	638	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	134	400	67	622	926	207	86	397	144	67	638	244
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	2200	800	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.04	0.21	0.31	0.14	0.06	0.18	0.18	0.04	0.21	0.16
Crit Volume:	67			463			86			319		
Crit Moves:	****			****			****			****		

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EXISTING CONDITIONS
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000
# 2 Atlantic & Wills	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000
# 5 Blue Oaks & Crocker Ranch	A	xxxxx	0.228	A	xxxxx	0.228	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.163	A	xxxxx	0.163	+ 0.000
# 7 Blue Oaks & Fiddyment	A	xxxxx	0.179	A	xxxxx	0.179	+ 0.000
# 8 Blue Oaks & New Meadow	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.088	A	xxxxx	0.088	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 13 Cirby & Sunrise	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000
# 14 Cirby Wy & Foothills Bl	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 16 Cirby Wy & Northridge Dr	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 18 Cirby Wy & Orlando Av	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 20 Cirby Wy & Riverside Av	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
# 23 Cirby Wy & Vernon St	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 25 Douglas & Rocky Ridge	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 26 Douglas & Santa Clara	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000
# 27 Douglas & Sierra Gardens	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000
# 32 Douglas Bl & Harding Bl	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.332	A	xxxxx	0.332	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.291	A	xxxxx	0.291	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 38 Eureka & N. Sunrise	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.177	A	xxxxx	0.177	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.242	A	xxxxx	0.242	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.309	A	xxxxx	0.309	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000
# 47 Fiddyment & Del Webb/Village G	A	xxxxx	0.204	A	xxxxx	0.204	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.093	A	xxxxx	0.093	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.203	A	xxxxx	0.203	+ 0.000 V/C
# 50 Foothills & Baseline/Main	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.218	A	xxxxx	0.218	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	A	xxxxx	0.254	A	xxxxx	0.254	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.335	A	xxxxx	0.335	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 62 Galleria & Berry	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
# 64 Harding & Wills	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.151	A	xxxxx	0.151	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.194	A	xxxxx	0.194	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.259	A	xxxxx	0.259	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.314	A	xxxxx	0.314	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.212	A	xxxxx	0.212	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.114	A	xxxxx	0.114	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	A	xxxxx	0.273	A	xxxxx	0.273	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.042	A	xxxxx	0.042	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.061	A	xxxxx	0.061	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.227	A	xxxxx	0.227	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
# 96 Pleasant Grove & Washington	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.153	A	xxxxx	0.153	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#104 Roseville Parkway & Creekside	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
#105 Roseville Parkway & Gibson	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#109 Roseville Parkway & Taylor	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
#117 Roseville Pw & Sierra College	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.218	A	xxxxx	0.218	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	A	xxxxx	0.185	A	xxxxx	0.185	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
#133 Sunrise & Coloma	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.213	A	xxxxx	0.213	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.262	A	xxxxx	0.262	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	F	xxxxx	1.096	F	xxxxx	1.096	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	F	xxxxx	1.076	F	xxxxx	1.076	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#159 Washington Blvd & Industrial		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#172 Washington Blvd & All America		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#173 Cirby & Cottonwood		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#174 Secret Ravine & Alexandra		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#178 Watt Ave & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#179 Watt Ave & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#180 Watt Ave & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#183 West Side Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#185 Market St & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#188 Upland Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#194 Watt Ave & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#199 Baseline Rd & SV CC4	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#200 Watt Ave & Road C	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#201 West Side Dr & Road C	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	A xxxxx		0.548	A xxxxx		0.548	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A xxxxx		0.479	A xxxxx		0.479	+ 0.000 V/C
#1003 Vernon & Grant	A xxxxx		0.379	A xxxxx		0.379	+ 0.000 V/C
#1004 Vernon & Judah	A xxxxx		0.333	A xxxxx		0.333	+ 0.000 V/C
#1005 Vernon & Lincoln	B xxxxx		0.663	B xxxxx		0.663	+ 0.000 V/C
#1006 Washington & Main	A xxxxx		0.587	A xxxxx		0.587	+ 0.000 V/C
#1007 Washington & Oak	A xxxxx		0.516	A xxxxx		0.516	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1	0 1	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	13	1	16	64	4	18	20	774	18	15	834	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1	16	64	4	18	20	774	18	15	834	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1	16	64	4	18	20	774	18	15	834	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1	16	64	4	18	20	774	18	15	834	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	13	1	16	64	4	18	20	774	18	15	834	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.06	0.94	0.94	0.06	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1450	85	1365	1365	85	1450	1450	2834	66	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.01	0.01	0.27	0.27	0.01	0.29	0.12
Crit Volume:			17			68			20			417
Crit Moves:			****			****			****			****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	277	0	223		0	0	0		0	606	244		149	797	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	277	0	223		0	0	0		0	606	244		149	797	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	277	0	223		0	0	0		0	606	244		149	797	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	277	0	223		0	0	0		0	606	244		149	797	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	277	0	223		0	0	0		0	606	244		149	797	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.00	0.15		0.00	0.00	0.00		0.00	0.20	0.16		0.10	0.27	0.00	
Crit Volume:	277					0				303			149			
Crit Moves:	****									****			****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				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:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		230	0	96		134	555	0		0	470	389	
Growth Adj:	1.00	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		230	0	96		134	555	0		0	470	389	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		230	0	96		134	555	0		0	470	389	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		230	0	96		134	555	0		0	470	389	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		230	0	96		134	555	0		0	470	389	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.00	0.06		0.09	0.19	0.00		0.00	0.16	0.26	
Crit Volume:						0				230					389	
Crit Moves:						****				****					****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 2	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	22	428	293	44	455	266	595	560	12	246	188	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	428	293	44	455	266	595	560	12	246	188	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	428	293	44	455	266	595	560	12	246	188	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	428	293	44	455	266	595	560	12	246	188	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	22	428	293	44	455	266	595	560	12	246	188	80
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.00	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	1450	1450	1450	2839	61	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.20	0.03	0.31	0.18	0.41	0.20	0.20	0.17	0.06	0.06
Crit Volume:	22			455			595			94		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.228
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	107	0	28	31	411	0	0	494	204
Growth Adj:	1.00	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	107	0	28	31	411	0	0	494	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	28	31	411	0	0	494	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	28	31	411	0	0	494	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	107	0	28	31	411	0	0	494	204
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.02	0.09	0.00	0.00	0.11	0.14
Crit Volume:				107			31					204
Crit Moves:				****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.163
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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:	Ovl			Ignore			Ovl			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	0	0	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	5	0	86	0	0	0	0	308	11	137	544	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:	5	0	86	0	0	0	0	308	11	137	544	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	0	86	0	0	0	0	308	11	137	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	86	0	0	0	0	308	11	137	544	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	0	86	0	0	0	0	308	11	137	544	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.07	0.01	0.09	0.12	0.00
Crit Volume:	5			0			103			137		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.179
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	2	205	368	17	117	0	1	2	1	296	2	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	205	368	17	117	0	1	2	1	296	2	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	205	0	17	117	0	1	2	0	296	2	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	205	0	17	117	0	1	2	0	296	2	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	2	205	0	17	117	0	1	2	0	296	2	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.01	0.04	0.00	0.00	0.00	0.00	0.10	0.00	0.03
Crit Volume:		103		9			1			148		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	47	0	19	17	945	0	0	1517	95
Growth Adj:	1.00	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	19	17	945	0	0	1517	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	19	17	945	0	0	1517	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	19	17	945	0	0	1517	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	47	0	19	17	945	0	0	1517	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.01	0.21	0.00	0.00	0.34	0.06
Crit Volume:		0		47			17				506	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.088
Loss Time (sec): 0 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	1	1	357	1	0	382	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	1	1	357	1	0	382	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	1	1	357	1	0	382	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	1	1	357	1	0	382	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	1	1	357	1	0	382	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08	0.00	0.00	0.08	0.00
Crit Volume:		0		3			1				127	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.303
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	18	14	65	146	13	26	15	355	23	62	628	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	14	65	146	13	26	15	355	23	62	628	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	14	65	146	13	26	15	355	23	62	628	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	14	65	146	13	26	15	355	23	62	628	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	14	65	146	13	26	15	355	23	62	628	217
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.58	0.14	0.28	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2289	204	408	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.06	0.06	0.06	0.01	0.12	0.02	0.04	0.22	0.15
Crit Volume:	18			93			15				314	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.582
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	250	48	600	280	100	66	62	763	116	303	1236	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	48	600	280	100	66	62	763	116	303	1236	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	48	0	280	100	66	62	763	116	303	1236	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	48	0	280	100	66	62	763	116	303	1236	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	48	0	280	100	66	62	763	116	303	1236	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.00	0.10	0.03	0.05	0.04	0.26	0.08	0.10	0.43	0.03
Crit Volume:		24		140			62				618	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.406
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	114	85	228	144	74	21	68	500	72	448	681	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	85	228	144	74	21	68	500	72	448	681	314
User Adj:	1.00	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:	114	85	228	144	74	21	68	500	72	448	681	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	85	228	144	74	21	68	500	72	448	681	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	85	228	144	74	21	68	500	72	448	681	314
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.16	0.05	0.03	0.01	0.05	0.17	0.05	0.15	0.23	0.22
Crit Volume:		43			72			250		224		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.846
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	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:	Ignore			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	292	930	140	233	1002	287	399	889	230	269	637	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	930	140	233	1002	287	399	889	230	269	637	137
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	292	930	0	233	1002	0	399	889	0	269	637	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	930	0	233	1002	0	399	889	0	269	637	137
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	292	930	0	233	1002	0	399	889	0	269	637	137
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.32	0.00	0.08	0.35	0.00	0.14	0.31	0.00	0.09	0.22	0.09
Crit Volume:	146				501			445		135		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ignore			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:	0	0	2	0	1	2	0	1	0	0	0	0	0	0	2	0	0	2
Volume Module:												
Base Vol:	0	435	251	1235	371	0	0	0	0	372	0	1610
Growth Adj:	1.00	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	435	251	1235	371	0	0	0	0	372	0	1610
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	0	1235	371	0	0	0	0	372	0	1610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	0	1235	371	0	0	0	0	372	0	1610
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	0	1235	371	0	0	0	0	372	0	1610
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.41	0.25	0.00	0.00	0.00	0.00	0.12	0.00	0.54
Crit Volume:		217		618					0	186		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	0	0	0	1	0	0	0	0	0	0	2	1	0	2	0	2	0	0
Volume Module:												
Base Vol:	0	0	255	0	0	0	0	1318	16	283	1804	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	255	0	0	0	0	1318	16	283	1804	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	255	0	0	0	0	1318	16	283	1804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	255	0	0	0	0	1318	16	283	1804	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	255	0	0	0	0	1318	16	283	1804	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	2.00	2.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4446	54	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.30	0.30	0.09	0.60	0.00
Crit Volume:			255	0				0			902	
Crit Moves:			****					****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	1	1	14	18	1	6	8	1287	1	19	1763	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	14	18	1	6	8	1287	1	19	1763	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	14	18	1	6	8	1287	1	19	1763	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	14	18	1	6	8	1287	1	19	1763	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	14	18	1	6	8	1287	1	19	1763	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.06	0.88	0.95	0.05	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	91	91	1269	1374	76	1450	1450	2898	2	1450	2853	47
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.44	0.44	0.01	0.62	0.62
Crit Volume:			16			19		8				896
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	19	16	54	50	36	74	55	1080	36	62	1028	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:	19	16	54	50	36	74	55	1080	36	62	1028	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:	19	16	54	50	36	74	55	1080	36	62	1028	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	16	54	50	36	74	55	1080	36	62	1028	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:	19	16	54	50	36	74	55	1080	36	62	1028	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.18	0.61	0.31	0.22	0.47	1.00	1.94	0.06	1.00	1.94	0.06
Final Sat.:	320	270	910	469	338	694	1500	2903	97	1500	2915	85
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.11	0.11	0.11	0.04	0.37	0.37	0.04	0.35	0.35
Crit Volume:	19				160			558		62		
Crit Moves:	****				****				****	****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	1	0	1	1	0
Volume Module:												
Base Vol:	31	4	561	5	1	10	11	869	156	183	1072	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	4	561	5	1	10	11	869	156	183	1072	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	4	561	5	1	10	11	869	156	183	1072	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	4	561	5	1	10	11	869	156	183	1072	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	31	4	561	5	1	10	11	869	156	183	1072	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	0.83	0.17	1.00	1.00	1.70	0.30	1.00	1.99	0.01
Final Sat.:	1284	166	1450	1208	242	1450	1450	2459	441	1450	2892	8
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.39	0.00	0.00	0.01	0.01	0.35	0.35	0.13	0.37	0.37
Crit Volume:			561		6				513	0		
Crit Moves:			****		****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	25	1057	7	11	1121	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:	23	1	17	26	0	13	25	1057	7	11	1121	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:	23	1	17	26	0	13	25	1057	7	11	1121	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	25	1057	7	11	1121	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:	23	1	17	26	0	13	25	1057	7	11	1121	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2824	76
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.37	0.37	0.01	0.40	0.40
Crit Volume:			41		26			25			576	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 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			Ovl			Ignore			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:	2	0 1	1 0	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	1048	512	278	167	538	127	164	623	1024	319	687	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1048	512	278	167	538	127	164	623	1024	319	687	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1048	512	278	167	538	127	164	623	0	319	687	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1048	512	278	167	538	127	164	623	0	319	687	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1048	512	278	167	538	127	164	623	0	319	687	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	1879	1021	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.36	0.27	0.27	0.06	0.12	0.09	0.06	0.14	0.00	0.11	0.24	0.09
Crit Volume:	524			179			82			344		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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! 0	0	1	1 0	0 1	1	1 0	1 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	543	0	714	491	532	0	0	426	323
Growth Adj:	1.00	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	543	0	714	491	532	0	0	426	323
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	543	0	714	491	532	0	0	426	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	543	0	714	491	532	0	0	426	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	543	0	714	491	532	0	0	426	323
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.44	1.56	0.00	0.00	1.14	0.86
Final Sat.:	0	1500	0	3000	0	1500	2160	2340	0	0	1706	1294
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.48	0.23	0.23	0.00	0.00	0.25	0.25
Crit Volume:	0					714		0			375	
Crit Moves:						****		****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	33	0	41		0	0	0		0	1394	41		42	1220	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:	33	0	41		0	0	0		0	1394	41		42	1220	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	0	41		0	0	0		0	1394	41		42	1220	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	0	41		0	0	0		0	1394	41		42	1220	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:	33	0	41		0	0	0		0	1394	41		42	1220	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.94	0.06		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	2914	86		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.03		0.00	0.00	0.00		0.00	0.48	0.48		0.03	0.41	0.00	
Crit Volume:	33						0			718			42			
Crit Moves:	****									****			****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 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:	Ignore				Ovl				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	1	0 1	1	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	81	95	100		90	114	370		197	1219	46		58	1556	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	95	100		90	114	370		197	1219	46		58	1556	72	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	81	95	0		90	114	370		197	1219	46		58	1556	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	95	0		90	114	370		197	1219	46		58	1556	72	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	81	95	0		90	114	370		197	1219	46		58	1556	72	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.93	0.07		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		2900	2795	105		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.07	0.00		0.06	0.08	0.26		0.07	0.44	0.44		0.02	0.54	0.05	
Crit Volume:	81						370		0					778		
Crit Moves:	****						****		****					****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.571
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	375	454	22	314	321	105	130	1006	336	67	1135	419
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	454	22	314	321	105	130	1006	336	67	1135	419
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:	375	454	22	314	321	105	130	1006	336	67	1135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	454	22	314	321	105	130	1006	336	67	1135	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	375	454	22	314	321	105	130	1006	336	67	1135	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.02	0.11	0.11	0.07	0.04	0.23	0.23	0.02	0.26	0.00
Crit Volume:		227		157			65				378	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	Ovl			Ovl			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	355	411	146	237	596	155	188	1133	182	333	1518	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	355	411	146	237	596	155	188	1133	182	333	1518	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	355	411	146	237	596	155	188	1133	0	333	1518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	355	411	146	237	596	155	188	1133	0	333	1518	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	355	411	146	237	596	155	188	1133	0	333	1518	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.10	0.08	0.21	0.11	0.06	0.26	0.00	0.11	0.35	0.00
Crit Volume:	178				298		94				506	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.706
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Split Phase			Split Phase			Protected				Protected			
Rights:	Ovl			Ovl			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	1	1	0 2	1	0	1	0 2	1	0
Volume Module:														
Base Vol:	73	59	75	129	58	142	132	1462	53		81	1801	86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	73	59	75	129	58	142	132	1462	53		81	1801	86	
User Adj:	1.00	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:	73	59	75	129	58	142	132	1462	53		81	1801	86	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	73	59	75	129	58	142	132	1462	53		81	1801	86	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	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:	73	59	75	129	58	142	132	1462	53		81	1801	86	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.44	0.56	1.00	1.00	1.00	1.00	2.90	0.10		1.00	2.86	0.14	
Final Sat.:	1450	638	812	1450	1450	1450	1450	4198	152		1450	4152	198	
Capacity Analysis Module:														
Vol/Sat:	0.05	0.09	0.09	0.09	0.04	0.10	0.09	0.35	0.35		0.06	0.43	0.43	
Crit Volume:		134		129			132						629	
Crit Moves:		****		****			****						****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.722
Loss Time (sec):	12	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:	Split Phase			Split Phase			Protected				Protected			
Rights:	Ovl			Ovl			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	1	0 2	1	0	1	0 2	1	0
Volume Module:														
Base Vol:	119	55	42	180	45	46	35	1499	126		54	1717	122	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	119	55	42	180	45	46	35	1499	126		54	1717	122	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	119	55	42	180	45	46	35	1499	126		54	1717	122	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	119	55	42	180	45	46	35	1499	126		54	1717	122	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	119	55	42	180	45	46	35	1499	126		54	1717	122	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.68	0.32	1.00	0.80	0.20	1.00	1.00	2.77	0.23		1.00	2.80	0.20	
Final Sat.:	992	458	1450	1160	290	1450	1450	4013	337		1450	4061	289	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.12	0.03	0.16	0.16	0.03	0.02	0.37	0.37		0.04	0.42	0.42	
Crit Volume:		174			225		35						613	
Crit Moves:		****			****		****						****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.911
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	1 1	0	2	0 2	0	1	2	0	3	0 1
Volume Module:												
Base Vol:	405	405	270	138	527	566	341	1331	180	222	1658	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	405	405	270	138	527	566	341	1331	180	222	1658	90
User Adj:	1.00	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:	405	405	270	138	527	566	341	1331	180	222	1658	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	405	405	270	138	527	566	341	1331	180	222	1658	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	405	405	270	138	527	566	341	1331	180	222	1658	90
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.20	0.80	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	1740	1160	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.23	0.05	0.18	0.39	0.12	0.31	0.12	0.08	0.38	0.06
Crit Volume:	203					566	0				553	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.480
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0 2	1	0	1 0 2 1 0
Volume Module:												
Base Vol:	0	0	51	0	0	66	39	1448	124	80	1831	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	51	0	0	66	39	1448	124	80	1831	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	51	0	0	66	39	1448	124	80	1831	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	51	0	0	66	39	1448	124	80	1831	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	51	0	0	66	39	1448	124	80	1831	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.76	0.24	1.00	2.90	0.10
Final Sat.:	1450	0	1450	1450	0	1450	1450	4007	343	1450	4210	140
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.05	0.03	0.36	0.36	0.06	0.43	0.43
Crit Volume:			0			66	0					631
Crit Moves:		****				****	****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.751
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ovl			Ignore			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	150	649	41	538	475	102	155	1059	163	109	1254	612
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	649	41	538	475	102	155	1059	163	109	1254	612
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	150	649	41	538	475	0	155	1059	163	109	1254	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	649	41	538	475	0	155	1059	163	109	1254	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	150	649	41	538	475	0	155	1059	163	109	1254	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.03	0.19	0.16	0.00	0.05	0.24	0.11	0.04	0.29	0.00
Crit Volume:		325		269			78				418	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.504
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	241	5	58	41	744	0	11	879	222
Growth Adj:	1.00	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	4	9	241	5	58	41	744	0	11	879	222
User Adj:	1.00	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:	3	4	9	241	5	58	41	744	0	11	879	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	241	5	58	41	744	0	11	879	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:	3	4	9	241	5	58	41	744	0	11	879	222
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.96	0.04	1.00	1.00	2.00	0.00	1.00	1.60	0.40
Final Sat.:	272	363	816	2841	59	1450	1450	2900	0	1450	2315	585
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.04	0.03	0.26	0.00	0.01	0.38	0.38
Crit Volume:		16		123			41					551
Crit Moves:		****		****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Ovl				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	24	17	59	748	23	211	166	785	12	51	968	425				
Growth Adj:	1.00	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	17	59	748	23	211	166	785	12	51	968	425				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	24	17	0	748	23	211	166	785	12	51	968	425				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	24	17	0	748	23	211	166	785	12	51	968	425				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	24	17	0	748	23	211	166	785	12	51	968	425				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.97	0.03	1.00	2.00	1.00				
Final Sat.:	1450	1450	1450	2813	87	1450	1450	2856	44	1450	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.01	0.00	0.27	0.27	0.15	0.11	0.27	0.27	0.04	0.33	0.29				
Crit Volume:	24			386			166				484					
Crit Moves:	****			****			****				****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	1	0	0 1	0	0	1	1 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0	236	0	30	0	391	0	0	499	236				
Growth Adj:	1.00	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	236	0	30	0	391	0	0	499	236				
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:	0	0	0	236	0	30	0	391	0	0	499	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	236	0	30	0	391	0	0	499	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	0	0	236	0	30	0	391	0	0	499	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00				
Final Sat.:	0	1500	0	1500	0	1500	0	3000	0	0	1500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.00	0.13	0.00	0.00	0.33	0.00				
Crit Volume:	0			236			0				499					
Crit Moves:				****			****				****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.332
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	32	0	125	0	0	0	0	659	30	122	781	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:	32	0	125	0	0	0	0	659	30	122	781	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	125	0	0	0	0	659	30	122	781	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	125	0	0	0	0	659	30	122	781	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:	32	0	125	0	0	0	0	659	30	122	781	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2869	131	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.00	0.23	0.23	0.08	0.26	0.00
Crit Volume:	32			0					345	122		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.291
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	13	2	10	46	7	13	0	647	20	18	708	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:	13	2	10	46	7	13	0	647	20	18	708	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	2	10	46	7	13	0	647	20	18	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	2	10	46	7	13	0	647	20	18	708	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:	13	2	10	46	7	13	0	647	20	18	708	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.08	0.40	1.00	0.35	0.65	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	754	116	580	1450	508	943	0	2813	87	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.01	0.01	0.00	0.23	0.23	0.01	0.24	0.00
Crit Volume:		25		46					334	18		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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:	2	0	3	0	1	2	0	2	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	407	696	204	205	623	121	279	1542	334	273	1079	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	696	204	205	623	121	279	1542	334	273	1079	176
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	407	696	0	205	623	121	279	1542	334	273	1079	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	696	0	205	623	121	279	1542	334	273	1079	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	407	696	0	205	623	121	279	1542	334	273	1079	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	3643	707	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.07	0.17	0.17	0.19	0.35	0.23	0.19	0.25	0.00
Crit Volume:	204			248			514			273		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	171	1013	75	122	627	23	29	157	157	50	179	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	1013	75	122	627	23	29	157	157	50	179	163
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	171	1013	0	122	627	0	29	157	0	50	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1013	0	122	627	0	29	157	0	50	179	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	171	1013	0	122	627	0	29	157	0	50	179	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.00	0.08	0.14	0.00	0.02	0.05	0.00	0.03	0.06	0.00
Crit Volume:		338			122			79		50		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #38 Eureka & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	478	531	202	137	455	161	211	1186	415	136	1389	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	478	531	202	137	455	161	211	1186	415	136	1389	85
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	478	531	0	137	455	0	211	1186	0	136	1389	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	478	531	0	137	455	0	211	1186	0	136	1389	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	478	531	0	137	455	0	211	1186	0	136	1389	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.00	0.05	0.10	0.00	0.07	0.27	0.00	0.05	0.32	0.00
Crit Volume:	239			152			106			463		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #39 Eureka & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	66	1165	31	179	854	305	333	286	31	42	233	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1165	31	179	854	305	333	286	31	42	233	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	66	1165	0	179	854	0	333	286	0	42	233	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1165	0	179	854	0	333	286	0	42	233	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	66	1165	0	179	854	0	333	286	0	42	233	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.00	0.12	0.20	0.00	0.23	0.10	0.00	0.03	0.08	0.00
Crit Volume:		388		179			333			117		
Crit Moves:		****		****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.177
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	1! 0	0	0	1	1	0	1	1	0	2
Volume Module:												
Base Vol:	8	0	20	8	1	2	29	354	17	34	379	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	0	20	8	1	2	29	354	17	34	379	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	0	20	8	1	2	29	354	17	34	379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	0	20	8	1	2	29	354	17	34	379	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:	8	0	20	8	1	2	29	354	17	34	379	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.00	0.71	0.89	0.11	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	414	0	1036	1289	161	1450	1450	2767	133	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.00	0.02	0.13	0.13	0.02	0.13	0.00
Crit Volume:			28		9			186		34		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.296
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	5	559	35	79	790	11	11	1	3	11	1	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:	5	559	35	79	790	11	11	1	3	11	1	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:	5	559	35	79	790	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	559	35	79	790	11	11	1	3	11	1	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:	5	559	35	79	790	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.97	0.03	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2729	171	1450	2860	40	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.20	0.05	0.28	0.28	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:	5				401		11				12	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap. (X):	0.384
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	187	19	78	32	17	66	69	539	153	153	602	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	19	78	32	17	66	69	539	153	153	602	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	19	78	32	17	66	69	539	153	153	602	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	19	78	32	17	66	69	539	153	153	602	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	187	19	78	32	17	66	69	539	153	153	602	37
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2633	267	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.02	0.01	0.05	0.05	0.19	0.11	0.11	0.21	0.03
Crit Volume:	103			32				270		153		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.242
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	8	535	36	51	604	5	8	0	4	17	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	535	36	51	604	5	8	0	4	17	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	535	36	51	604	5	8	0	4	17	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	535	36	51	604	5	8	0	4	17	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	535	36	51	604	5	8	0	4	17	0	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.02	0.04	0.21	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Volume:		267		51			4					29
Crit Moves:		****		****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.309
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	431	8	17	17	10	17	19	342	298	31	316	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	8	17	17	10	17	19	342	298	31	316	23
User Adj:	1.00	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:	431	8	17	17	10	17	19	342	298	31	316	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	8	17	17	10	17	19	342	298	31	316	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	431	8	17	17	10	17	19	342	298	31	316	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.63	0.37	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2847	53	1450	913	537	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.01	0.02	0.02	0.01	0.01	0.12	0.21	0.02	0.11	0.02
Crit Volume:		220			27			171		31		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Ovl			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	1!	0	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	83	2	49	6	0	11	21	618	61	62	730	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	2	49	6	0	11	21	618	61	62	730	3
User Adj:	1.00	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:	83	2	49	6	0	11	21	618	61	62	730	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	2	49	6	0	11	21	618	61	62	730	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	83	2	49	6	0	11	21	618	61	62	730	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.24	0.03	0.73	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1796	43	1060	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.00	0.00	0.01	0.01	0.21	0.04	0.04	0.25	0.00
Crit Volume:		67				11	21				365	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.312
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	88	2	44	32	2	3	25	601	46	70	550	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2	44	32	2	3	25	601	46	70	550	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	2	44	32	2	3	25	601	46	70	550	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2	44	32	2	3	25	601	46	70	550	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	2	44	32	2	3	25	601	46	70	550	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.05	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2836	64	1450	1254	78	118	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.21	0.03	0.05	0.19	0.02
Crit Volume:	45			37			301			70		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.204
Loss Time (sec):	12	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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	0	0
Volume Module:												
Base Vol:	36	531	57	5	377	14	15	1	18	19	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	531	57	5	377	14	15	1	18	19	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	531	57	5	377	0	15	1	18	19	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	531	57	5	377	0	15	1	18	19	1	1
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:	36	531	57	5	377	0	15	1	18	19	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.90	0.05	0.05
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1357	71	71
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.04	0.00	0.13	0.00	0.01	0.00	0.01	0.01	0.01	0.01
Crit Volume:	265			5			15			21		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.093
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	0	297	0	0	152	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	297	0	0	152	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	297	0	0	152	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	297	0	0	152	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	297	0	0	152	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		149		0			0			0		
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.203
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2.0	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	38	554	0	0	399	44	28	0	16	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:	38	554	0	0	399	44	28	0	16	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	554	0	0	399	44	28	0	16	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	554	0	0	399	44	28	0	16	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	554	0	0	399	44	28	0	16	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.00	0.00	0.13	0.03	0.02	0.00	0.01	0.00	0.00	0.00
Crit Volume:		277		0			28			0		
Crit Moves:		****		****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.703
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 2	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	601	1009	66	158	1041	125	229	230	333	73	256	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:	601	1009	66	158	1041	125	229	230	333	73	256	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:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	1009	66	158	1041	0	229	230	333	73	256	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	1009	66	158	1041	0	229	230	333	73	256	58
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:	601	1009	66	158	1041	0	229	230	333	73	256	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.05	0.11	0.24	0.00	0.16	0.08	0.23	0.05	0.09	0.04
Crit Volume:		505		158			229				128	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.234
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 3	0 1	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	24	446	72	23	804	28	10	0	25	76	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	446	72	23	804	28	10	0	25	76	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	446	72	23	804	28	10	0	25	76	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	446	72	23	804	28	10	0	25	76	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	446	72	23	804	28	10	0	25	76	0	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	2.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	1450	0	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.02	0.18	0.02	0.01	0.00	0.02	0.03	0.00	0.02
Crit Volume:	24				268		10			38		
Crit Moves:	****				****		****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.218
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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 3	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	3	817	15	10	465	0	0	0	3	44	0	12
Growth Adj:	1.00	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	817	15	10	465	0	0	0	3	44	0	12
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	3	817	15	10	465	0	0	0	0	44	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	817	15	10	465	0	0	0	0	44	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	3	817	15	10	465	0	0	0	0	44	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1500	4500	1500	1500	3000	1500	1500	1500	1500	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.01	0.01	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Volume:		272		10				0		44		
Crit Moves:		****		****						****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1618	206	81	1291	0	0	0	0	185	0	107
Growth Adj:	1.00	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	1618	206	81	1291	0	0	0	0	185	0	107
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1618	206	81	1291	0	0	0	0	185	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1618	206	81	1291	0	0	0	0	185	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1618	206	81	1291	0	0	0	0	185	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.14	0.05	0.43	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Volume:		809		81				0		185		
Crit Moves:		****		****						****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.254
Loss Time (sec):	12	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:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	0 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	8	454	0	0	592	7	163	0	143	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	454	0	0	592	7	163	0	143	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	8	454	0	0	592	0	163	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	454	0	0	592	0	163	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	8	454	0	0	592	0	163	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.00	1.00	3.00	1.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	0	1500	4500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.20	0.00	0.05	0.00	0.00	0.00	0.00	0.00
Crit Volume:	4			296			82			0		
Crit Moves:	****			****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.335
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2 0	1	1 0	1 1	0	1 0	0 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	7	464	0	0	734	0	15	0	135	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:	7	464	0	0	734	0	15	0	135	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	464	0	0	734	0	15	0	135	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	464	0	0	734	0	15	0	135	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:	7	464	0	0	734	0	15	0	135	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	0	1500	0	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.00	0.24	0.00	0.01	0.00	0.09	0.00	0.00	0.00
Crit Volume:	0			367					135	0		
Crit Moves:	****			****					****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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:	Ignore			Ignore			Ovl			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	260	958	84	272	1055	203	227	267	82	253	466	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	958	84	272	1055	203	227	267	82	253	466	74
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	958	0	272	1055	0	227	267	82	253	466	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	958	0	272	1055	0	227	267	82	253	466	74
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	958	0	272	1055	0	227	267	82	253	466	74
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.22	0.00	0.19	0.24	0.00	0.16	0.09	0.06	0.17	0.16	0.05
Crit Volume:	260			352			227			233		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	99	1149	107	33	1367	121	98	12	94	69	13	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1149	107	33	1367	121	98	12	94	69	13	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1149	107	33	1367	121	98	12	94	69	13	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1149	107	33	1367	121	98	12	94	69	13	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	99	1149	107	33	1367	121	98	12	94	69	13	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.74	0.26	1.00	2.76	0.24	0.89	0.11	1.00	0.84	0.16	1.00
Final Sat.:	1450	3979	371	1450	3996	354	1292	158	1450	1220	230	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.02	0.34	0.34	0.08	0.08	0.06	0.06	0.06	0.02
Crit Volume:	99			496			110			82		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.672
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	3	0	1	3	0	2	0	1
Volume Module:												
Base Vol:	341	368	619	225	600	97	128	853	117	831	1081	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	368	619	225	600	97	128	853	117	831	1081	121
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	341	368	0	225	600	0	128	853	0	831	1081	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	368	0	225	600	0	128	853	0	831	1081	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	341	368	0	225	600	0	128	853	0	831	1081	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	4350	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.08	0.14	0.00	0.04	0.20	0.00	0.19	0.37	0.00
Crit Volume:	171			200			64			541		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.430
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	52	1429	36	29	1376	49	33	0	26	20	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1429	36	29	1376	49	33	0	26	20	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1429	36	29	1376	49	33	0	26	20	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1429	36	29	1376	49	33	0	26	20	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	52	1429	36	29	1376	49	33	0	26	20	0	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.93	0.07	1.00	2.90	0.10	0.56	0.00	0.44	0.53	0.00	0.47
Final Sat.:	1450	4243	107	1450	4200	150	811	0	639	763	0	687
Capacity Analysis Module:												
Vol/Sat:	0.04	0.34	0.34	0.02	0.33	0.33	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	52			475			59			38		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.545
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Include			Ovl			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 3	0 1	1	0 2	1 0	1	0 2	0 1	2	0 1	0 1
Volume Module:												
Base Vol:	51	1704	65	74	1274	82	82	37	56	185	66	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1704	65	74	1274	82	82	37	56	185	66	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	1704	0	74	1274	82	82	37	56	185	66	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1704	0	74	1274	82	82	37	56	185	66	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	1704	0	74	1274	82	82	37	56	185	66	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.82	0.18	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4087	263	1450	2900	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.00	0.05	0.31	0.31	0.06	0.01	0.04	0.06	0.05	0.00
Crit Volume:		568			74			82			66	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.536
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ignore			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	1 1	0 1	2	1 1	0 1
Volume Module:												
Base Vol:	89	1499	152	214	1185	154	306	62	109	206	67	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1499	152	214	1185	154	306	62	109	206	67	181
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	89	1499	0	214	1185	154	306	62	0	206	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1499	0	214	1185	154	306	62	0	206	67	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	89	1499	0	214	1185	154	306	62	0	206	67	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.07	0.27	0.11	0.07	0.04	0.00	0.05	0.05	0.00
Crit Volume:		500			107			102			69	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.489
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	24	1261	1	15	1042	58	60	0	23	2	1	1
Growth Adj:	1.00	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	1261	1	15	1042	58	60	0	23	2	1	1
User Adj:	1.00	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	1261	1	15	1042	58	60	0	23	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1261	1	15	1042	58	60	0	23	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1261	1	15	1042	58	60	0	23	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.01	0.36	0.04	0.04	0.00	0.02	0.00	0.00	0.00
Crit Volume:		631			15			60			3	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.813
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	476	704	27	682	558	351	347	886	347	94	1464	717
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	704	27	682	558	351	347	886	347	94	1464	717
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	476	704	0	682	558	0	347	886	0	94	1464	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	704	0	682	558	0	347	886	0	94	1464	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	476	704	0	682	558	0	347	886	0	94	1464	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.16	0.19	0.00	0.12	0.20	0.00	0.03	0.34	0.00
Crit Volume:	238				279			174			488	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #64 Harding & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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:	2	0 1	1 0	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	241	966	4	5	837	199	260	1	222	8	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	966	4	5	837	199	260	1	222	8	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	966	4	5	837	199	260	1	222	8	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	966	4	5	837	199	260	1	222	8	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	966	4	5	837	199	260	1	222	8	10	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	0.44	0.56	1.00
Final Sat.:	2900	2888	12	1450	2900	1450	2889	11	1450	644	806	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.33	0.00	0.29	0.14	0.09	0.09	0.15	0.01	0.01	0.00
Crit Volume:	121				418			131			18	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #65 Harding Bl & Estates Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	64	631	0	30	849	204	166	8	56	18	7	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	631	0	30	849	204	166	8	56	18	7	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	631	0	30	849	204	166	8	56	18	7	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	631	0	30	849	204	166	8	56	18	7	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	64	631	0	30	849	204	166	8	56	18	7	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.61	0.39	1.44	0.07	0.49	0.72	0.28	1.00
Final Sat.:	1450	2900	0	1450	2338	562	2093	101	706	1044	406	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.00	0.02	0.36	0.36	0.08	0.08	0.08	0.02	0.02	0.02
Crit Volume:	64						527	115			25	
Crit Moves:	****						****	****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	575	229	423	651	0	0	0	0	417	0	605
Growth Adj:	1.00	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	575	229	423	651	0	0	0	0	417	0	605
User Adj:	1.00	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	575	229	423	651	0	0	0	0	417	0	605
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	575	229	423	651	0	0	0	0	417	0	605
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	575	229	423	651	0	0	0	0	417	0	605
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.15	0.14	0.22	0.00	0.00	0.00	0.00	0.14	0.00	0.40
Crit Volume:		288		0			0					605
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	98	518	24	25	729	101	125	16	81	85	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	518	24	25	729	101	125	16	81	85	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	518	24	25	729	101	125	16	81	85	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	518	24	25	729	101	125	16	81	85	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	518	24	25	729	101	125	16	81	85	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.76	0.24	0.89	0.11	1.00	0.92	0.08	1.00
Final Sat.:	1500	2867	133	1500	2635	365	1330	170	1500	1386	114	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.02	0.28	0.28	0.09	0.09	0.05	0.06	0.06	0.03
Crit Volume:	98					415		141		85		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.151
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	6	11	74	5	38	47	238	10	14	190	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	6	11	74	5	38	47	238	10	14	190	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	6	11	74	5	38	47	238	10	14	190	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	6	11	74	5	38	47	238	10	14	190	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	6	11	74	5	38	47	238	10	14	190	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.45	0.55	1.00	0.94	0.06	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	682	818	1500	1405	95	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.03	0.03	0.08	0.01	0.01	0.06	0.06
Crit Volume:		11			74			47			95	
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.261
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	32	0	71	0	0	0	0	463	22	90	719	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:	32	0	71	0	0	0	0	463	22	90	719	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	71	0	0	0	0	463	22	90	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	71	0	0	0	0	463	22	90	719	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:	32	0	71	0	0	0	0	463	22	90	719	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2864	136	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.16	0.16	0.06	0.24	0.00
Crit Volume:	32				0			0			360	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	0	0	0	1	0	0	1	0	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	65	0	189	312	618	0	0	349	149
Growth Adj:	1.00	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	65	0	189	312	618	0	0	349	149
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	65	0	189	312	618	0	0	349	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	65	0	189	312	618	0	0	349	149
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	65	0	189	312	618	0	0	349	149
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	1500	1500	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.06	0.21	0.41	0.00	0.00	0.12	0.10
Crit Volume:			0			65		618		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0
Volume Module:												
Base Vol:	25	124	43	41	64	42	27	318	28	24	442	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	124	43	41	64	42	27	318	28	24	442	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	124	43	41	64	42	27	318	28	24	442	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	124	43	41	64	42	27	318	28	24	442	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	124	43	41	64	42	27	318	28	24	442	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.74	0.26	1.00	0.60	0.40	1.00	1.84	0.16	1.00	1.81	0.19
Final Sat.:	1450	1077	373	1450	875	575	1450	2665	235	1450	2621	279
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.03	0.07	0.07	0.02	0.12	0.12	0.02	0.17	0.17
Crit Volume:			167			41		27			245	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.194
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	4	5	43	51	4	16	29	280	10	86	296	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:	4	5	43	51	4	16	29	280	10	86	296	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:	4	5	43	51	4	16	29	280	10	86	296	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	5	43	51	4	16	29	280	10	86	296	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	1.00	1.00	1.00
FinalVolume:	4	5	43	51	4	16	29	280	10	86	296	70
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.04	0.00	0.01	0.02	0.10	0.01	0.06	0.10	0.05
Crit Volume:		5		51				140		86		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #73 Junction Bl & Porter Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.320
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	36	14	99	11	9	28	23	488	48	96	731	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	14	99	11	9	28	23	488	48	96	731	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	14	99	11	9	28	23	488	48	96	731	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	14	99	11	9	28	23	488	48	96	731	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	14	99	11	9	28	23	488	48	96	731	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.55	0.45	1.00	1.00	1.82	0.18	1.00	1.97	0.03
Final Sat.:	1044	406	1450	798	653	1450	1450	2640	260	1450	2853	47
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.07	0.01	0.01	0.02	0.02	0.18	0.18	0.07	0.26	0.26
Crit Volume:		50			20		23			372		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.259
Loss Time (sec):	9	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:	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	0	0	0	0	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	30	0	3	9	450	0	0	627	73
Growth Adj:	1.00	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	30	0	3	9	450	0	0	627	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	3	9	450	0	0	627	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	3	9	450	0	0	627	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	30	0	3	9	450	0	0	627	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.00	0.09	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1364	0	136	1500	3000	0	0	2687	313
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.15	0.00	0.00	0.23	0.23
Crit Volume:			0	30			9					350
Crit Moves:				****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	555	606	1	3	600	259	294	2	268	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	555	606	1	3	600	259	294	2	268	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	555	606	1	3	600	259	294	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	606	1	3	600	259	294	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	555	606	1	3	600	259	294	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	0.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	1440	10	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.19	0.21	0.21	0.00	0.21	0.18	0.20	0.20	0.00	0.00	0.00	0.00
Crit Volume:	278				300			296				7
Crit Moves:	****				****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.314
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	42	256	57	112	261	279	251	201	24	55	291	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	256	57	112	261	279	251	201	24	55	291	150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	42	256	0	112	261	0	251	201	0	55	291	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	256	0	112	261	0	251	201	0	55	291	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	42	256	0	112	261	0	251	201	0	55	291	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.04	0.09	0.00	0.09	0.07	0.00	0.02	0.10	0.00
Crit Volume:		128			56			126			146	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.798
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	2	0	1	1	0	2	0	1	0
Volume Module:																
Base Vol:	458	629	110		141	658	168		150	347	295		197	427	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	458	629	110		141	658	168		150	347	295		197	427	130	
User Adj:	1.00	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:	458	629	110		141	658	168		150	347	295		197	427	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	458	629	110		141	658	168		150	347	295		197	427	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	458	629	110		141	658	168		150	347	295		197	427	130	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.70	0.30		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	2468	432		1450	2900	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.32	0.25	0.25		0.10	0.23	0.12		0.10	0.12	0.20		0.14	0.15	0.09	
Crit Volume:	458					329				174			197			
Crit Moves:	****					****				****			****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ignore			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	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	292	446	107	3	488	101	67	207	283	144	264	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	446	107	3	488	101	67	207	283	144	264	10
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	292	446	0	3	488	0	67	207	0	144	264	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	446	0	3	488	0	67	207	0	144	264	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	292	446	0	3	488	0	67	207	0	144	264	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.00	0.00	0.17	0.00	0.05	0.07	0.00	0.10	0.09	0.00
Crit Volume:	292			244			104			144		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	115	0	44	0	0	0	0	493	121	132	597	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:	115	0	44	0	0	0	0	493	121	132	597	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	44	0	0	0	0	493	121	132	597	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	44	0	0	0	0	493	121	132	597	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:	115	0	44	0	0	0	0	493	121	132	597	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.08	0.09	0.20	0.00
Crit Volume:	115			0			247			132		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.514
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	91	607	98	197	583	126	200	16	81	183	22	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	607	98	197	583	126	200	16	81	183	22	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	607	98	197	583	126	200	16	81	183	22	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	607	98	197	583	126	200	16	81	183	22	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	607	98	197	583	126	200	16	81	183	22	361
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.58	0.42	1.00	3.00	1.00	1.85	0.15	1.00	0.89	0.11	1.00
Final Sat.:	1450	3745	605	1450	4350	1450	2685	215	1450	1294	156	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.14	0.13	0.09	0.07	0.07	0.06	0.14	0.14	0.25
Crit Volume:			235	197				108			205	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.212
Loss Time (sec):	0	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:	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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	789	12	22	649	0	0	0	0	24	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	789	12	22	649	0	0	0	0	24	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:	1.00	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	789	12	22	649	0	0	0	0	24	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	789	12	22	649	0	0	0	0	24	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	789	12	22	649	0	0	0	0	24	0	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.01	0.01	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Volume:		263		22			0					33
Crit Moves:		****		****								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0 1	0 0	0 1	0 1	0 0	0 1
Volume Module:												
Base Vol:	68	675	67	205	854	75	85	14	64	150	14	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	675	67	205	854	75	85	14	64	150	14	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	675	67	205	854	75	85	14	64	150	14	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	675	67	205	854	75	85	14	64	150	14	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	68	675	67	205	854	75	85	14	64	150	14	394
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.82	0.18	1.00	2.00	1.00	0.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	2638	262	1450	2900	1450	1245	205	1450	1326	124	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.14	0.29	0.05	0.07	0.07	0.04	0.11	0.11	0.27
Crit Volume:		371			0			99				394
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.114
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	3	1	5	5	1	9	3	248	15	10	215	12
Growth Adj:	1.00	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	1	5	5	1	9	3	248	15	10	215	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	5	5	1	9	3	248	15	10	215	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	5	5	1	9	3	248	15	10	215	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	5	1	9	3	248	15	10	215	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.11	0.56	0.33	0.07	0.60	1.00	1.89	0.11	1.00	1.89	0.11
Final Sat.:	483	161	806	483	97	870	1450	2735	165	1450	2747	153
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.09	0.09	0.01	0.08	0.08
Crit Volume:		9				15		132		10		
Crit Moves:		****				****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	5	0	13	26	0	17	4	315	2	5	389	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	26	0	17	4	315	2	5	389	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	26	0	17	4	315	2	5	389	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	26	0	17	4	315	2	5	389	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	13	26	0	17	4	315	2	5	389	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	0.99	0.01
Final Sat.:	1450	0	1450	1450	0	1450	1450	1441	9	1450	1432	18
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.01	0.00	0.22	0.22	0.00	0.27	0.27
Crit Volume:			13	26			4				394	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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:	Ovl			Ovl			Ovl			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:	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	527	951	380	109	602	116	176	314	295	488	323	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	527	951	380	109	602	116	176	314	295	488	323	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	527	951	380	109	602	116	176	314	295	488	323	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	951	380	109	602	116	176	314	295	488	323	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	527	951	380	109	602	116	176	314	295	488	323	123
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.26	0.08	0.21	0.08	0.06	0.11	0.20	0.17	0.11	0.08
Crit Volume:		476		109				157		244		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.273
Loss Time (sec):	12	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	41	573	475	22	381	5	4	22	34	365	46	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	573	475	22	381	5	4	22	34	365	46	46
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	41	573	0	22	381	0	4	22	0	365	46	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	573	0	22	381	0	4	22	0	365	46	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	41	573	0	22	381	0	4	22	0	365	46	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.01	0.09	0.00	0.00	0.01	0.00	0.13	0.02	0.00
Crit Volume:		191			11			11		183		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.520
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ignore			Ignore			Ignore			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	46	10	19	71	5	12	9	1765	16	84	1753	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	10	19	71	5	12	9	1765	16	84	1753	95
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	10	0	71	5	0	9	1765	0	84	1753	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	10	0	71	5	0	9	1765	0	84	1753	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	10	0	71	5	0	9	1765	0	84	1753	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.00	0.05	0.00	0.00	0.01	0.41	0.00	0.06	0.40	0.00
Crit Volume:		10			71			588		84		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	73	1022	75	85	659	25	14	14	35	116	26	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1022	75	85	659	25	14	14	35	116	26	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1022	75	85	659	25	14	14	35	116	26	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1022	75	85	659	25	14	14	35	116	26	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1022	75	85	659	25	14	14	35	116	26	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.29	0.71	1.00	0.31	0.69
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	414	1036	1450	454	996
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.05	0.06	0.15	0.02	0.01	0.03	0.03	0.08	0.06	0.06
Crit Volume:		341		85				49		116		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap. (X): 0.042
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	0	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	1	2	54	0	1	1	4	1	2	2	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	2	54	0	1	1	4	1	2	2	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1	2	54	0	1	1	4	1	2	2	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	2	54	0	1	1	4	1	2	2	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1	2	54	0	1	1	4	1	2	2	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.50	1.00	0.98	0.00	0.02	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	725	725	1450	1424	0	26	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.04
Crit Volume:		2		55				2		2		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0	1	0	0 1	1	0	2 0	0	2	0 1
Volume Module:												
Base Vol:	0	0	0	60	0	13	42	635	0	0	694	84
Growth Adj:	1.00	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	60	0	13	42	635	0	0	694	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	13	42	635	0	0	694	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	13	42	635	0	0	694	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	60	0	13	42	635	0	0	694	84
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.01	0.03	0.21	0.00	0.00	0.23	0.06
Crit Volume:			0			60			42			347
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap. (X): 0.061
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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:	0	0	1! 0	0	1	0 0 1	1	0	1 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	2	1	4	22	1	0	0	70	1	23	68	10
Growth Adj:	1.00	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	1	4	22	1	0	0	70	1	23	68	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	4	22	1	0	0	70	1	23	68	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	4	22	1	0	0	70	1	23	68	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	4	22	1	0	0	70	1	23	68	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.29	0.14	0.57	0.96	0.04	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	414	207	829	1387	63	1450	1450	2859	41	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.02	0.00	0.00	0.02	0.02	0.02	0.02	0.01
Crit Volume:			7			23			36	23		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0	0	0	0	0	1!	0	0	2	0
Volume Module:												
Base Vol:	0	0	0	70	0	18	5	603	0	0	615	90
Growth Adj:	1.00	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	70	0	18	5	603	0	0	615	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	70	0	18	5	603	0	0	615	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	70	0	18	5	603	0	0	615	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	70	0	18	5	603	0	0	615	90
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.80	0.00	0.20	1.00	2.00	0.00	0.00	1.74	0.26
Final Sat.:	0	0	0	1193	0	307	1500	3000	0	0	2617	383
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.00	0.20	0.00	0.00	0.23	0.24
Crit Volume:	0					88	5					353
Crit Moves:						****	****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 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:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	1253	324	599	142	236	35	36	1160	676	473	1360	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1253	324	599	142	236	35	36	1160	676	473	1360	94
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1253	324	0	142	236	0	36	1160	0	473	1360	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1253	324	0	142	236	0	36	1160	0	473	1360	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1253	324	0	142	236	0	36	1160	0	473	1360	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.11	0.00	0.05	0.05	0.00	0.01	0.27	0.00	0.11	0.31	0.00
Crit Volume:	418					79			387		158	
Crit Moves:	****					****			****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #94 Pleasant Grove & Sun City

Cycle (sec): 120 Critical Vol./Cap. (X): 0.227
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	77	0	6	10	528	0	0	489	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	6	10	528	0	0	489	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	6	10	528	0	0	489	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	6	10	528	0	0	489	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	77	0	6	10	528	0	0	489	150
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.01	0.18	0.00	0.00	0.16	0.10
Crit Volume:		0		77				264		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec): 120 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	2	0	3	0	1	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:																				
Base Vol:	286	1501		14		47	1437		207	456		5	335		71		4	112		
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		
Initial Bse:	286	1501		14		47	1437		207	456		5	335		71		4	112		
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		
PHF Volume:	286	1501		14		47	1437		207	456		5	335		71		4	112		
Reduct Vol:	0	0		0		0	0		0	0		0	0		0		0	0		
Reduced Vol:	286	1501		14		47	1437		207	456		5	335		71		4	112		
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		
FinalVolume:	286	1501		14		47	1437		207	456		5	335		71		4	112		
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450	1450		1450	1450		1450		1450	1450		
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00		1.00	1.00		
Lanes:	2.00	3.00		1.00		2.00	3.00		1.00	1.00		1.00	2.00		1.00		1.00	1.00		
Final Sat.:	2900	4350		1450		2900	4350		1450	2900		1450	1450		2900		1450	1450		
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.35		0.01		0.02	0.33		0.14	0.16		0.00	0.23		0.02		0.00	0.08		
Crit Volume:	143						479						335		36					
Crit Moves:	****						****						****		****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120					Critical Vol./Cap. (X):					0.694					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	74					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:	Ignore			Ovl			Ovl			Ignore						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	1	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	187	349	348	73	286	242	163	1355	146	260	1635	153								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	187	349	348	73	286	242	163	1355	146	260	1635	153								
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
PHF Volume:	187	349	0	73	286	242	163	1355	146	260	1635	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	187	349	0	73	286	242	163	1355	146	260	1635	0								
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
FinalVolume:	187	349	0	73	286	242	163	1355	146	260	1635	0								
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	2900	2900	1450	2900	1450	1450	2900	4350	1450	2900	4350	1450								
Capacity Analysis Module:																				
Vol/Sat:	0.06	0.12	0.00	0.03	0.20	0.17	0.06	0.31	0.10	0.09	0.38	0.00								
Crit Volume:	94			286			82			545										
Crit Moves:	****			****			****			****										

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120					Critical Vol./Cap. (X):					0.356					
Loss Time (sec):	9					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:	Ovl			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:																				
Base Vol:	19	0	173	0	0	0	0	1021	44	160	1288	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:	19	0	173	0	0	0	0	1021	44	160	1288	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	19	0	173	0	0	0	0	1021	44	160	1288	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	19	0	173	0	0	0	0	1021	44	160	1288	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:	19	0	173	0	0	0	0	1021	44	160	1288	0								
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.88	0.12	1.00	3.00	0.00								
Final Sat.:	1500	0	1500	0	0	0	0	4314	186	1500	4500	0								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.00	0.12	0.00	0.00	0.00	0.00	0.24	0.24	0.11	0.29	0.00								
Crit Volume:	19			0					355	160										
Crit Moves:	****								****	****										

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	275	387	253	272	378	73	80	587	171	328	702	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	387	253	272	378	73	80	587	171	328	702	269
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	275	387	0	272	378	0	80	587	0	328	702	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	387	0	272	378	0	80	587	0	328	702	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	275	387	0	272	378	0	80	587	0	328	702	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.09	0.13	0.00	0.03	0.20	0.00	0.11	0.24	0.00
Crit Volume:		194			136			294			164	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	R		L	T	R		L	T	R		L	T	R	
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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 1	1	0	1	0 1	1	0	0	1	0	1	0	1	0	1
Volume Module:																
Base Vol:	5	762	96		77	1240	24		12	8	7		53	6	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	762	96		77	1240	24		12	8	7		53	6	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	762	96		77	1240	24		12	8	7		53	6	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	762	96		77	1240	24		12	8	7		53	6	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	762	96		77	1240	24		12	8	7		53	6	62	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.78	0.22		1.00	1.96	0.04		0.60	0.40	1.00		0.90	0.10	1.00	
Final Sat.:	1450	2576	324		1450	2845	55		870	580	1450		1303	147	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.30	0.30		0.05	0.44	0.44		0.01	0.01	0.00		0.04	0.04	0.04	
Crit Volume:	5						632			20				59		
Crit Moves:	****						****			****				****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	777	47	115	1203	0	0	0	0	33	0	95
Growth Adj:	1.00	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	777	47	115	1203	0	0	0	0	33	0	95
User Adj:	1.00	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	777	47	115	1203	0	0	0	0	33	0	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	777	47	115	1203	0	0	0	0	33	0	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	777	47	115	1203	0	0	0	0	33	0	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2829	171	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.08	0.40	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Volume:	0			602			0			33		
Crit Moves:	****			****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1 1	0	1	0 1	0	1	0 0	1	0	0 1
Volume Module:												
Base Vol:	56	740	46	43	1045	24	6	21	195	152	23	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:	56	740	46	43	1045	24	6	21	195	152	23	154
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:	56	740	46	43	1045	24	6	21	195	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	740	46	43	1045	24	6	21	195	152	23	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	56	740	46	43	1045	24	6	21	195	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.96	0.04	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2730	170	1450	2835	65	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.03	0.37	0.37	0.02	0.02	0.13	0.12	0.12	0.00
Crit Volume:	0			535					195		175	
Crit Moves:	****			****					****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.153
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	9	0	30	26	398	0	1	338	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:	0	0	0	9	0	30	26	398	0	1	338	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	9	0	30	26	398	0	1	338	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	9	0	30	26	398	0	1	338	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	9	0	30	26	398	0	1	338	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.02	0.13	0.00	0.00	0.11	0.01
Crit Volume:	0					30		199		1		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.450
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	45	0	85	0	0	0	0	1280	65	164	1552	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:	45	0	85	0	0	0	0	1280	65	164	1552	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	85	0	0	0	0	1280	65	164	1552	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	85	0	0	0	0	1280	65	164	1552	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:	45	0	85	0	0	0	0	1280	65	164	1552	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.28	0.04	0.11	0.34	0.00
Crit Volume:			85			0		427		164		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.629
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:																			
Base Vol:	13	3	14	324	5	91	74	1528	8	41	1996	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	3	14	324	5	91	74	1528	8	41	1996	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	3	14	324	5	91	74	1528	8	41	1996	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	3	14	324	5	91	74	1528	8	41	1996	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	13	3	14	324	5	91	74	1528	8	41	1996	267
Saturation Flow Module:																			
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	0.38	1.00	1.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2356	544	1450	2856	44	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.06	0.05	0.35	0.01	0.03	0.46	0.18
Crit Volume:			8			165			74			665	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120	Critical Vol./Cap. (X):	0.443
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:																			
Base Vol:	5	1	12	162	1	13	13	1338	3	19	1676	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	12	162	1	13	13	1338	3	19	1676	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	12	162	1	13	13	1338	3	19	1676	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	12	162	1	13	13	1338	3	19	1676	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	12	162	1	13	13	1338	3	19	1676	220
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.17	1.00	1.99	0.01	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1250	250	1500	2982	18	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.01	0.01	0.30	0.00	0.01	0.37	0.15
Crit Volume:			12			82			13			559	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.746
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	Ignore			Ovl			Ignore			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:	3	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	545	99	247	44	165	238	73	1566	310	144	1984	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	545	99	247	44	165	238	73	1566	310	144	1984	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	545	99	0	44	165	238	73	1566	0	144	1984	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	545	99	0	44	165	238	73	1566	0	144	1984	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	545	99	0	44	165	238	73	1566	0	144	1984	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.00	0.03	0.06	0.16	0.03	0.36	0.00	0.05	0.46	0.02
Crit Volume:	182					238	0				661	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.461
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1 0	0 1	1	1 0	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	65	16	182	109	15	80	35	1322	56	168	1647	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	16	182	109	15	80	35	1322	56	168	1647	157
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	65	16	0	109	15	0	35	1322	0	168	1647	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	16	0	109	15	0	35	1322	0	168	1647	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	65	16	0	109	15	0	35	1322	0	168	1647	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.60	0.40	1.00	1.76	0.24	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2327	573	1450	2549	351	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.04	0.04	0.00	0.01	0.30	0.00	0.06	0.38	0.00
Crit Volume:	41				62		18				549	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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:	Ovl			Ovl			Ovl			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	1 0	1	1	1 0	0 2	2 0	2 1	0	1 0	3 0	1
Volume Module:												
Base Vol:	2	0	0	90	0	375	444	1362	2	7	1768	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	90	0	375	444	1362	2	7	1768	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	90	0	375	444	1362	2	7	1768	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	90	0	375	444	1362	2	7	1768	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	90	0	375	444	1362	2	7	1768	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4344	6	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.15	0.31	0.31	0.00	0.41	0.06
Crit Volume:	2			45			222				589	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #109 Roseville Parkway & Taylor

Cycle (sec):	120	Critical Vol./Cap. (X):	0.656
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	Ovl			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	379	208	93	343	168	97	135	1378	344	328	1825	415
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	208	93	343	168	97	135	1378	344	328	1825	415
User Adj:	1.00	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:	379	208	93	343	168	97	135	1378	344	328	1825	415
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	208	93	343	168	97	135	1378	344	328	1825	415
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	379	208	93	343	168	97	135	1378	344	328	1825	415
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.06	0.12	0.06	0.07	0.05	0.32	0.24	0.11	0.42	0.29
Crit Volume:		104			172			68			608	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #110 Roseville Parkway & West Mall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.558
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	16	2	30	90	3	196	181	1321	30	44	1691	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2	30	90	3	196	181	1321	30	44	1691	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	2	0	90	3	0	181	1321	0	44	1691	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2	0	90	3	0	181	1321	0	44	1691	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	2	0	90	3	0	181	1321	0	44	1691	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1289	161	1450	2806	94	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.12	0.30	0.00	0.03	0.39	0.00
Crit Volume:		18			47			181			564	
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1871	142	91	1334	0	0	0	0	76	0	73
Growth Adj:	1.00	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	1871	142	91	1334	0	0	0	0	76	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1871	142	91	1334	0	0	0	0	76	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1871	142	91	1334	0	0	0	0	76	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1871	142	91	1334	0	0	0	0	76	0	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.09	0.06	0.30	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		624			91			0			76	
Crit Moves:		****			****						****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.624
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	276	506	48	93	667	40	38	259	518	54	264	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	276	506	48	93	667	40	38	259	518	54	264	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	276	506	48	93	667	40	38	259	518	54	264	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	506	48	93	667	40	38	259	518	54	264	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	276	506	48	93	667	40	38	259	518	54	264	109
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.03	0.06	0.23	0.03	0.03	0.09	0.36	0.04	0.09	0.08
Crit Volume:	0			334					518	54		
Crit Moves:	****			****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec):	120	Critical Vol./Cap. (X):	0.484
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	146	1428	8	11	1197	50	133	27	246	5	13	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:	146	1428	8	11	1197	50	133	27	246	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	1428	8	11	1197	50	133	27	246	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	1428	8	11	1197	50	133	27	246	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	1428	8	11	1197	50	133	27	246	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.10	0.33	0.01	0.01	0.28	0.03	0.09	0.02	0.17	0.00	0.02	0.02
Crit Volume:	146				399		133					24
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	60	0	49	0	0	0	0	1087	81	65	744	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:	60	0	49	0	0	0	0	1087	81	65	744	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	49	0	0	0	0	1087	81	65	744	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	49	0	0	0	0	1087	81	65	744	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:	60	0	49	0	0	0	0	1087	81	65	744	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.36	0.05	0.04	0.25	0.00
Crit Volume:	60				0			543		65		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			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	3	0	1	1	0	2	1	0	1	0	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	28	1252	124	210	1264	29	101	55	127	45	21	168
Growth Adj:	1.00	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	1252	124	210	1264	29	101	55	127	45	21	168
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	1252	0	210	1264	29	101	55	127	45	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1252	0	210	1264	29	101	55	127	45	21	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	1252	0	210	1264	29	101	55	127	45	21	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.93	0.07	1.00	0.30	0.70	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4252	98	1450	438	1012	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.00	0.14	0.30	0.30	0.07	0.13	0.13	0.03	0.01	0.00
Crit Volume:		417			210			182		45		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			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 3	0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	57	1666	0	0	1191	219	313	0	73	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	1666	0	0	1191	219	313	0	73	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1666	0	0	1191	219	313	0	73	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1666	0	0	1191	219	313	0	73	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:	57	1666	0	0	1191	219	313	0	73	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.00	0.00	0.26	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Volume:		555		0			157				0	
Crit Moves:		****		****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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:	Ignore			Ignore			Ignore			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	538	1005	37	101	783	37	91	341	696	45	208	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:	538	1005	37	101	783	37	91	341	696	45	208	64
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	538	1005	0	101	783	0	91	341	0	45	208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	1005	0	101	783	0	91	341	0	45	208	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	538	1005	0	101	783	0	91	341	0	45	208	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.37	0.35	0.00	0.07	0.27	0.00	0.06	0.12	0.00	0.03	0.07	0.00
Crit Volume:	538				392			171		45		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.218
Loss Time (sec): 12 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:	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 2	0 1	0 1	0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	101	323	18	5	230	8	4	4	76	19	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	323	18	5	230	8	4	4	76	19	4	1
User Adj:	1.00	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:	101	323	18	5	230	8	4	4	76	19	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	323	18	5	230	8	4	4	76	19	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	101	323	18	5	230	8	4	4	76	19	4	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.50	0.50	1.00	0.79	0.17	0.04
Final Sat.:	1450	2900	1450	1450	2900	1450	725	725	1450	1148	242	60
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.01	0.00	0.08	0.01	0.01	0.01	0.05	0.02	0.02	0.02
Crit Volume:	101			115					76		24	
Crit Moves:	****			****					****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0 1	0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	114	744	41	24	579	26	25	0	84	20	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	744	41	24	579	26	25	0	84	20	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	744	41	24	579	26	25	0	84	20	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	744	41	24	579	26	25	0	84	20	0	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:	114	744	41	24	579	26	25	0	84	20	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	1.91	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2749	151	1450	2775	125	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.02	0.21	0.21	0.02	0.00	0.06	0.01	0.00	0.01
Crit Volume:		393			24			25			20	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.185
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	1	286	65	207	396	5	6	3	6	41	1	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	286	65	207	396	5	6	3	6	41	1	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	286	0	207	396	0	6	3	0	41	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	286	0	207	396	0	6	3	0	41	1	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	286	0	207	396	0	6	3	0	41	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.07	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		143		104			2			20		
Crit Moves:		****		****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	43	11	14	16	17	45	68	771	63	33	623	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	11	14	16	17	45	68	771	63	33	623	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:	43	11	14	16	17	45	68	771	63	33	623	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	11	14	16	17	45	68	771	63	33	623	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	11	14	16	17	45	68	771	63	33	623	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.63	0.16	0.21	0.48	0.52	1.00	1.00	1.85	0.15	1.00	1.90	0.10
Final Sat.:	917	235	299	703	747	1450	1450	2681	219	1450	2750	150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.03	0.05	0.29	0.29	0.02	0.23	0.23
Crit Volume:		68			33			417		33		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	333	281	378	440	0	0	0	0	282	0	382
Growth Adj:	1.00	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	333	281	378	440	0	0	0	0	282	0	382
User Adj:	1.00	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	333	281	378	440	0	0	0	0	282	0	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	333	281	378	440	0	0	0	0	282	0	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	333	281	378	440	0	0	0	0	282	0	382
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.19	0.25	0.29	0.00	0.00	0.00	0.00	0.19	0.00	0.25
Crit Volume:		333		378				0		282		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.301
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0 1	0	1	0 0	1	0	2 0 1
Volume Module:												
Base Vol:	8	1	11	13	0	128	176	259	25	12	225	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:	8	1	11	13	0	128	176	259	25	12	225	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:	8	1	11	13	0	128	176	259	25	12	225	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	11	13	0	128	176	259	25	12	225	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:	8	1	11	13	0	128	176	259	25	12	225	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.05	0.55	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	580	73	798	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.09	0.02	0.01	0.08	0.02
Crit Volume:		20				128	176				113	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	2	1104	0	2	845	3	1	0	3	0	0	1
Growth Adj:	1.00	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	1104	0	2	845	3	1	0	3	0	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1104	0	2	845	3	1	0	3	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1104	0	2	845	3	1	0	3	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1104	0	2	845	3	1	0	3	0	0	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	0	1500	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		552		2					3	0		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	0 1	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	198	884	3	1	704	117	124	2	131	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	884	3	1	704	117	124	2	131	3	5	3
User Adj:	1.00	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:	198	884	3	1	704	117	124	2	131	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	884	3	1	704	117	124	2	131	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	198	884	3	1	704	117	124	2	131	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.96	0.04	1.00	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1447	53	1500	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.29	0.00	0.00	0.23	0.08	0.09	0.04	0.09	0.01	0.01	0.00
Crit Volume:	198				352		124				8	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Ignore			Ignore			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	74	889	26	224	907	129	96	242	54	19	165	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	889	26	224	907	129	96	242	54	19	165	187
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	74	889	0	224	907	0	96	242	0	19	165	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	889	0	224	907	0	96	242	0	19	165	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	74	889	0	224	907	0	96	242	0	19	165	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.15	0.31	0.00	0.07	0.17	0.00	0.01	0.06	0.00
Crit Volume:		445		224				242		19		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1 0	1	0	3 0 1	1	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	151	1049	49	106	935	61	213	10	238	93	4	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:	151	1049	49	106	935	61	213	10	238	93	4	56
User Adj:	1.00	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:	151	1049	49	106	935	61	213	10	238	93	4	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1049	49	106	935	61	213	10	238	93	4	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	1049	49	106	935	61	213	10	238	93	4	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	3.00	1.00	1.91	0.09	1.00	0.96	0.04	1.00
Final Sat.:	1450	4156	194	1450	4350	1450	2770	130	1450	1390	60	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.07	0.21	0.04	0.08	0.08	0.16	0.07	0.07	0.04
Crit Volume:			366	106					238		97	
Crit Moves:			****	****					****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.816
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	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:		Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	301	1425	76	18	1257	251	180	129	167	28	74	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1425	76	18	1257	251	180	129	167	28	74	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1425	76	18	1257	251	180	129	167	28	74	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1425	76	18	1257	251	180	129	167	28	74	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	301	1425	76	18	1257	251	180	129	167	28	74	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.49	0.05	0.01	0.43	0.17	0.12	0.09	0.12	0.02	0.05	0.01
Crit Volume:	301				629		180				74	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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 2	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	244	1021	13	4	765	61	77	7	231	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1021	13	4	765	61	77	7	231	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	244	1021	13	4	765	61	77	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1021	13	4	765	61	77	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	244	1021	13	4	765	61	77	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.83	0.17	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2750	250	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.01	0.00	0.26	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	244				383		42				18	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	197	1159	235	77	758	45	55	172	159	202	142	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1159	235	77	758	45	55	172	159	202	142	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	1159	235	77	758	45	55	172	159	202	142	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1159	235	77	758	45	55	172	159	202	142	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	197	1159	235	77	758	45	55	172	159	202	142	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.87	0.13
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.16	0.03	0.17	0.03	0.04	0.06	0.11	0.07	0.11	0.11
Crit Volume:		580		39				86			163	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	510	1427	322	60	947	57	85	74	356	360	113	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	1427	322	60	947	57	85	74	356	360	113	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	1427	322	60	947	57	85	74	356	360	113	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	1427	322	60	947	57	85	74	356	360	113	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	510	1427	322	60	947	57	85	74	356	360	113	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.07	0.93	1.00	1.97	0.62	0.41
Final Sat.:	2900	4350	1450	2900	4350	1450	1550	1350	1450	2855	894	601
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.22	0.02	0.22	0.04	0.05	0.05	0.25	0.13	0.13	0.13
Crit Volume:	0				316				356			183
Crit Moves:	****				****				****			****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.363
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	34	1264	31	12	815	79	54	17	45	33	14	17
Growth Adj:	1.00	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	1264	31	12	815	79	54	17	45	33	14	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1264	31	12	815	79	54	17	45	33	14	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1264	31	12	815	79	54	17	45	33	14	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	34	1264	31	12	815	79	54	17	45	33	14	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.27	0.73	2.00	0.45	0.55
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	398	1052	2900	655	795
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.19	0.05	0.04	0.04	0.04	0.01	0.02	0.02
Crit Volume:		421		12					62			31
Crit Moves:		****		****					****			****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #133 Sunrise & Coloma

Cycle (sec):	120	Critical Vol./Cap. (X):	0.595
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	38	1371	63	55	1428	38	41	15	32	34	10	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:	38	1371	63	55	1428	38	41	15	32	34	10	69
User Adj:	1.00	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:	38	1371	63	55	1428	38	41	15	32	34	10	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1371	63	55	1428	38	41	15	32	34	10	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1371	63	55	1428	38	41	15	32	34	10	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	0.32	0.68	1.00	0.13	0.87
Final Sat.:	1500	2868	132	1500	2922	78	1500	479	1021	1500	190	1310
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.04	0.49	0.49	0.03	0.03	0.03	0.02	0.05	0.05
Crit Volume:			717	55			41					79
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.545
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	24	1395	48	13	1437	8	8	0	27	36	0	23
Growth Adj:	1.00	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	1395	48	13	1437	8	8	0	27	36	0	23
User Adj:	1.00	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	1395	48	13	1437	8	8	0	27	36	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1395	48	13	1437	8	8	0	27	36	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1395	48	13	1437	8	8	0	27	36	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.99	0.01	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2804	96	1450	2884	16	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.50	0.01	0.50	0.50	0.01	0.00	0.02	0.02	0.00	0.02
Crit Volume:	24				723	8				36		
Crit Moves:	****				****	****				****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.645
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	8	1388	40	36	1370	79	48	18	11	88	22	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1388	40	36	1370	79	48	18	11	88	22	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1388	40	36	1370	79	48	18	11	88	22	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1388	40	36	1370	79	48	18	11	88	22	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1388	40	36	1370	79	48	18	11	88	22	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	0.63	0.23	0.14	0.52	0.13	0.35
Final Sat.:	1500	2916	84	1500	2836	164	935	351	214	781	195	524
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.02	0.48	0.48	0.05	0.05	0.05	0.11	0.11	0.11
Crit Volume:			714	36			48			169		
Crit Moves:			****	****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				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	1	1 0	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1459	44		87	1454	0		0	0	0		49	0	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1459	44		87	1454	0		0	0	0		49	0	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1459	44		87	1454	0		0	0	0		49	0	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1459	44		87	1454	0		0	0	0		49	0	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1459	44		87	1454	0		0	0	0		49	0	59	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	1500	2912	88		1500	3000	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.50	0.50		0.06	0.48	0.00		0.00	0.00	0.00		0.03	0.00	0.04	
Crit Volume:			752		87						0			49		
Crit Moves:			****		****								****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 9 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:	Protected				Protected				Protected				Protected			
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:	0	0	1	1 0	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	753	33		109	713	0		0	0	0		21	0	67	
Growth Adj:	1.00	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	753	33		109	713	0		0	0	0		21	0	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	753	33		109	713	0		0	0	0		21	0	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	753	33		109	713	0		0	0	0		21	0	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	753	33		109	713	0		0	0	0		21	0	67	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.92	0.08		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	2874	126		1500	3000	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.26	0.26		0.07	0.24	0.00		0.00	0.00	0.00		0.01	0.00	0.04	
Crit Volume:			393		109						0			21		
Crit Moves:			****		****								****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	788	74	160	789	18	2	2	5	71	2	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	788	74	160	789	18	2	2	5	71	2	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	788	74	160	789	18	2	2	5	71	2	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	788	74	160	789	18	2	2	5	71	2	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:	8	788	74	160	789	18	2	2	5	71	2	131
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.22	0.22	0.56	0.97	0.03	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	322	322	806	1410	40	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.05	0.11	0.54	0.01	0.01	0.01	0.01	0.05	0.05	0.09
Crit Volume:		788		160				9			73	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	824	12	7	824	71	65	1	27	55	6	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	824	12	7	824	71	65	1	27	55	6	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	824	12	7	824	71	65	1	27	55	6	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	824	12	7	824	71	65	1	27	55	6	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	824	12	7	824	71	65	1	27	55	6	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.84	0.16	0.98	0.02	1.00	0.90	0.10	1.00
Final Sat.:	1450	2858	42	1450	2670	230	1428	22	1450	1307	143	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.29	0.00	0.31	0.31	0.05	0.05	0.02	0.04	0.04	0.02
Crit Volume:	59				448			66			61	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.213
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0	1	1	0 2	0	0	0 0	0	1	0 1
Volume Module:												
Base Vol:	0	338	139	33	450	0	0	0	0	95	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	338	139	33	450	0	0	0	0	95	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	338	139	33	450	0	0	0	0	95	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	338	139	33	450	0	0	0	0	95	0	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:	0	338	139	33	450	0	0	0	0	95	0	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.09	0.02	0.15	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Volume:	0				225			0		95		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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 0	1	1	0 0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	36	0	94	203	0	76	117	545	27	67	432	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	0	94	203	0	76	117	545	27	67	432	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	94	203	0	76	117	545	27	67	432	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	94	203	0	76	117	545	27	67	432	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	0	94	203	0	76	117	545	27	67	432	275
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.95	0.05	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	1382	68	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.14	0.00	0.05	0.08	0.39	0.39	0.05	0.15	0.19
Crit Volume:				94	203			572		67		
Crit Moves:				****	****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.519
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	0 1	0	0 1
Volume Module:												
Base Vol:	115	661	28	15	550	27	24	2	99	22	1	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:	115	661	28	15	550	27	24	2	99	22	1	8
User Adj:	1.00	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:	115	661	28	15	550	27	24	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	661	28	15	550	27	24	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	661	28	15	550	27	24	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	0.95	0.05	0.92	0.08	1.00	0.96	0.04	1.00
Final Sat.:	1450	1391	59	1450	1382	68	1338	112	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.48	0.48	0.01	0.40	0.40	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:		689			15			26			23	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.412
Loss Time (sec):	0	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:	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 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	59	349	8	34	452	70	66	1	35	15	4	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	349	8	34	452	70	66	1	35	15	4	16
User Adj:	1.00	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:	59	349	8	34	452	70	66	1	35	15	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	349	8	34	452	70	66	1	35	15	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	59	349	8	34	452	70	66	1	35	15	4	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.99	0.01	1.00	0.79	0.21	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1428	22	1450	1145	305	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.01	0.02	0.31	0.05	0.05	0.05	0.02	0.01	0.01	0.01
Crit Volume:		59			452			67			19	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.337
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	26	622	33	87	638	63	31	11	24	32	13	107
Growth Adj:	1.00	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	622	33	87	638	63	31	11	24	32	13	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	622	33	87	638	63	31	11	24	32	13	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	622	33	87	638	63	31	11	24	32	13	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	622	33	87	638	63	31	11	24	32	13	107
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	1.82	0.18	0.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1450	2754	146	1450	2639	261	1070	380	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.06	0.24	0.24	0.03	0.03	0.02	0.02	0.01	0.07
Crit Volume:			328		87			42		32		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.262
Loss Time (sec):	0	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:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	90	126	24	18	333	14	10	0	90	34	0	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:	90	126	24	18	333	14	10	0	90	34	0	9
User Adj:	1.00	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:	90	126	24	18	333	14	10	0	90	34	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	126	24	18	333	14	10	0	90	34	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	126	24	18	333	14	10	0	90	34	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.68	0.32	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2436	464	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.05	0.01	0.11	0.01	0.01	0.00	0.06	0.02	0.00	0.01
Crit Volume:	90				167				90	34		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 9 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:	Ignore			Include			Ignore			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	73	0	496	0	0	0	0	884	350	75	983	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:	73	0	496	0	0	0	0	884	350	75	983	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	73	0	0	0	0	0	0	884	0	75	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	0	0	0	0	0	884	0	75	983	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	73	0	0	0	0	0	0	884	0	75	983	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.29	0.00	0.05	0.33	0.00
Crit Volume:	73			0			442			75		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	268	0	436	93	166	232	0	903	197	152	570	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	0	436	93	166	232	0	903	197	152	570	377
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	268	0	436	93	166	0	0	903	197	152	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	0	436	93	166	0	0	903	197	152	570	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	268	0	436	93	166	0	0	903	197	152	570	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	1500	0	3000	1500	3000	1500	0	6000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.15	0.06	0.06	0.00	0.00	0.15	0.13	0.05	0.19	0.00
Crit Volume:	268			83			0			285		
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 6 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	633	0	211	0	1194	554	0	1522	1148
Growth Adj:	1.00	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	633	0	211	0	1194	554	0	1522	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	633	0	211	0	1194	0	0	1522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	633	0	211	0	1194	0	0	1522	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	633	0	211	0	1194	0	0	1522	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.13	0.00	0.37	0.00	0.00	0.48	0.00
Crit Volume:			0	317			0				761	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	711	136	742	573	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	711	136	742	573	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	711	136	742	573	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	711	136	742	573	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	711	136	742	573	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.09	0.25	0.19	0.00
Crit Volume:	0			0			237		371			
Crit Moves:							****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	475	0	626	0	0	0	0	1294	275	132	1276	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:	475	0	626	0	0	0	0	1294	275	132	1276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	475	0	626	0	0	0	0	1294	0	132	1276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	0	626	0	0	0	0	1294	0	132	1276	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	475	0	626	0	0	0	0	1294	0	132	1276	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.43	0.00	0.09	0.43	0.00
Crit Volume:			626	0				647		0		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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	2	0
Volume Module:												
Base Vol:	0	0	0	115	0	254	0	1461	605	322	1430	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	115	0	254	0	1461	605	322	1430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	0	0	1461	0	322	1430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	0	0	1461	0	322	1430	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	115	0	0	0	1461	0	322	1430	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.49	0.00	0.21	0.48	0.00
Crit Volume:			0	115				731		322		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	2 0	1	0	0	2 0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1661	232	0	812	0	0	0	0	420	0	175
Growth Adj:	1.00	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	1661	232	0	812	0	0	0	0	420	0	175
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1661	0	0	812	0	0	0	0	420	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1661	0	0	812	0	0	0	0	420	0	175
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1661	0	0	812	0	0	0	0	420	0	175
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	0.00	2.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	0	3000	1500	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.14	0.00	0.12
Crit Volume:		831		0				0		210		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 6 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			Permitted			Permitted		
Rights:	Include			Include			Ignore			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	2 0	0	0	2	1 0	0	0	0	0	1
Volume Module:												
Base Vol:	981	1671	0	0	1685	304	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	981	1671	0	0	1685	304	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	981	1671	0	0	1685	304	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	981	1671	0	0	1685	304	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	981	1671	0	0	1685	304	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.54	0.46	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	1500	3000	0	0	3812	688	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.65	0.56	0.00	0.00	0.44	0.44	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	981				663			0			0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0 1	2	0	3 0 0	0	0	0 0 2	0	0	0 0 1
Volume Module:												
Base Vol:	0	2462	469	592	1475	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2462	469	592	1475	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2462	0	592	1475	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2462	0	592	1475	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2462	0	592	1475	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.20	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		821		296			0				0	
Crit Moves:	****			****								

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	1.076
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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	1 0 1	2	0	0 0 1	1	0	2 0 1	0	0	3 0 1
Volume Module:												
Base Vol:	158	434	489	335	0	544	297	1084	306	0	1745	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	434	489	335	0	544	297	1084	306	0	1745	230
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	158	434	0	335	0	544	297	1084	0	0	1745	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	434	0	335	0	544	297	1084	0	0	1745	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	158	434	0	335	0	544	297	1084	0	0	1745	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	1450	1450	2900	1450	0	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.00	0.12	0.00	0.38	0.20	0.37	0.00	0.00	0.40	0.00
Crit Volume:		434				544	0				582	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap. (X):	0.266
Loss Time (sec):	0	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:	1	0	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	18	1	10	21	0	30	54	555	4	4	514	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	21	0	30	54	555	4	4	514	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	21	0	30	54	555	4	4	514	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	21	0	30	54	555	4	4	514	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	21	0	30	54	555	4	4	514	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.82	0.18
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	2634	266
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.02	0.04	0.19	0.19	0.00	0.20	0.20
Crit Volume:	18					30	54				283	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.690
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1285	107	58	1043	0	0	425	194	174	0	203
Growth Adj:	1.00	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	1285	107	58	1043	0	0	425	194	174	0	203
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1285	0	58	1043	0	0	425	194	174	0	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1285	0	58	1043	0	0	425	194	174	0	203
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1285	0	58	1043	0	0	425	194	174	0	203
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.00	0.04	0.36	0.00	0.00	0.15	0.13	0.06	0.00	0.14
Crit Volume:		643		58				212		87		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	0	Level Of Service:			

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	0	Level Of Service:			

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #191 Road B & SV NS Coll 3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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	0	1	0	0	1
Volume Module:												
Base Vol:	29	553	184	16	457	4	28	13	44	145	14	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:	29	553	184	16	457	4	28	13	44	145	14	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	553	184	16	457	4	28	13	44	145	14	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	553	184	16	457	4	28	13	44	145	14	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	553	184	16	457	4	28	13	44	145	14	26
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.68	0.32	1.00	0.78	0.08	0.14
Final Sat.:	1450	1450	1450	1450	1437	13	990	460	1450	1136	110	204
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.13	0.01	0.32	0.32	0.03	0.03	0.03	0.13	0.13	0.13
Crit Volume:		553			16			41				185
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120	Critical Vol./Cap. (X):	0.479
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
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:	0	0 1	0 1	0	0 1	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	0	252	187	0	252	186	152	182	3	178	276	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	252	187	0	252	186	152	182	3	178	276	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	252	187	0	252	0	152	182	3	178	276	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	252	187	0	252	0	152	182	3	178	276	6
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:	0	252	187	0	252	0	152	182	3	178	276	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.98	0.02	1.00	0.98	0.02
Final Sat.:	0	1500	1500	0	1500	1500	1500	1476	24	1500	1468	32
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.12	0.00	0.17	0.00	0.10	0.12	0.12	0.12	0.19	0.19
Crit Volume:	0				252				185			282
Crit Moves:	****				****				****			****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1003 Vernon & Grant

Cycle (sec):	120	Critical Vol./Cap. (X):	0.379
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	118	59	63	12	54	24	23	334	149	41	261	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:	118	59	63	12	54	24	23	334	149	41	261	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	59	63	12	54	24	23	334	149	41	261	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	59	63	12	54	24	23	334	149	41	261	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	59	63	12	54	24	23	334	149	41	261	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.13	0.60	0.27	0.06	0.94	1.00	0.12	0.77	0.11
Final Sat.:	1067	533	1600	213	960	427	103	1497	1600	193	1228	179
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.06	0.06	0.06	0.22	0.22	0.09	0.21	0.21	0.21
Crit Volume:	118				90			357		41		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.333
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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			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	1	0	0	1	0	0	1!	0	0	1!	0
Volume Module:												
Base Vol:	13	4	37	4	8	3	4	461	14	13	393	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:	13	4	37	4	8	3	4	461	14	13	393	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	4	37	4	8	3	4	461	14	13	393	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	4	37	4	8	3	4	461	14	13	393	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	13	4	37	4	8	3	4	461	14	13	393	9
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.27	0.53	0.20	0.01	0.96	0.03	0.03	0.95	0.02
Final Sat.:	1224	376	1600	427	853	320	13	1540	47	50	1515	35
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.30	0.30	0.30	0.26	0.26	0.26
Crit Volume:			37	4					479	13		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	0	0	1!	0	0	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	76	12	246	18	71	12	5	329	45	239	265	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	246	18	71	12	5	329	45	239	265	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	12	246	18	71	12	5	329	45	239	265	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	12	246	18	71	12	5	329	45	239	265	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	12	246	18	71	12	5	329	45	239	265	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.03	0.74	0.18	0.70	0.12	1.00	0.88	0.12	1.00	0.99	0.01
Final Sat.:	341	54	1105	267	1054	178	1500	1320	180	1500	1478	22
Capacity Analysis Module:												
Vol/Sat:	0.22	0.22	0.22	0.07	0.07	0.07	0.00	0.25	0.25	0.16	0.18	0.18
Crit Volume:			334	18					374			269
Crit Moves:			****	****					****			****

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.587
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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:	2	0 2.0	0 1.0	1	0 2.0	0 1.0	0	1 0.0	0 1.0	0	1 0.0	0 1.0
Volume Module:												
Base Vol:	399	802	26	23	690	56	67	80	143	55	105	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	399	802	26	23	690	56	67	80	143	55	105	28
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	399	802	26	23	690	0	67	80	143	55	105	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	802	26	23	690	0	67	80	143	55	105	28
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:	399	802	26	23	690	0	67	80	143	55	105	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.46	0.54	1.00	0.34	0.66	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	661	789	1450	498	952	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.02	0.02	0.24	0.00	0.10	0.10	0.10	0.11	0.11	0.02
Crit Volume:	199			345			147			160		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Conditions: PM Peak Hour

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

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1 0.0	0 1.0	1	1 0.0	0 1.0	1	0 1.0	0 0.0	0	1 0.0	0 2.0
Volume Module:												
Base Vol:	1	34	10	695	9	459	574	76	2	1	34	741
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	695	9	459	574	76	2	1	34	741
User Adj:	1.00	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:	1	34	10	695	9	459	574	76	2	1	34	741
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	695	9	459	574	76	2	1	34	741
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	695	9	459	574	76	2	1	34	741
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.97	0.03	1.00	1.76	0.23	0.01	0.03	0.97	2.00
Final Sat.:	41	1409	1450	2863	37	1450	2553	338	9	41	1409	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.24	0.24	0.32	0.22	0.22	0.22	0.02	0.02	0.26
Crit Volume:		35			352		326				35	
Crit Moves:		****			****		****				****	

Existing PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#205 Watt Ave/Baseline Rd	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
#315 SR 99/ El Centro Rd	D	xxxxx	0.845	D	xxxxx	0.845	+ 0.000 V/C
#30100 Locust/Baseline	E	47.2	1.059	E	47.2	1.059	+ 0.000 V/
#30300 Pleasent Grove N/Riego	D	27.7	0.923	D	27.7	0.923	+ 0.000 V/
#30400 Pleasent Grove S/Riego	E	35.0	0.983	E	35.0	0.983	+ 0.000 V/
#30500 Watt Ave/PFE Rd	C	16.5	0.771	C	16.5	0.771	+ 0.000 V/

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Existing PM
Sierra Vista

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

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 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:	Ovl				Include				Ovl				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	1	0 1	1	0	1	0 0
Volume Module:																
Base Vol:	76	0	346	0	0	0	0	0	885	70	189	283	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	76	0	346	0	0	0	0	0	885	70	189	283	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	76	0	346	0	0	0	0	0	885	70	189	283	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	76	0	346	0	0	0	0	0	885	70	189	283	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	76	0	346	0	0	0	0	0	885	70	189	283	0			
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00			
Final Sat.:	1425	0	1425	0	0	0	0	1425	1425	1425	1425	1425	0			
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.24	0.00	0.00	0.00	0.00	0.62	0.05	0.13	0.20	0.00				
Crit Volume:			346	0				885		0						
Crit Moves:			****					****		****						

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Existing PM
Sierra Vista

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

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 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	0 1	0	1	0 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	24	732	113	19	631	25	104	88	18	178	93	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	732	113	19	631	25	104	88	18	178	93	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	732	113	19	631	25	104	88	18	178	93	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	732	113	19	631	25	104	88	18	178	93	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	732	113	19	631	25	104	88	18	178	93	29
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.87	0.13	1.00	0.96	0.04	1.00	0.83	0.17	1.00	0.76	0.24
Final Sat.:	1375	1191	184	1375	1323	52	1375	1142	233	1375	1048	327
Capacity Analysis Module:												
Vol/Sat:	0.02	0.61	0.61	0.01	0.48	0.48	0.08	0.08	0.08	0.13	0.09	0.09
Crit Volume:		845			19			106			178	
Crit Moves:		****			****			****			****	

Existing PM
Sierra Vista

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

Intersection #315 SR 99/ El Centro Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.845
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 147 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			Ignore			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	0	1	0 0 1	1	1	0 0 1
Volume Module:												
Base Vol:	9	1981	618	45	825	3	12	15	18	171	10	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:	9	1981	618	45	825	3	12	15	18	171	10	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	9	1981	618	45	825	3	12	15	0	171	10	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1981	618	45	825	3	12	15	0	171	10	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	9	1981	618	45	825	3	12	15	0	188	10	44
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	0.44	0.56	1.00	1.90	0.10	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	611	764	1375	2611	139	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.72	0.45	0.03	0.30	0.00	0.02	0.02	0.00	0.07	0.07	0.03
Crit Volume:		991			45			27			99	
Crit Moves:		****			****			****			****	

Existing PM
Sierra Vista

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

Intersection #30100 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 1.059
Loss Time (sec): 0 Average Delay (sec/veh): 47.2
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	4	3	170		36	5	3		3	750	6		19	287	17	
Growth Adj:	1.00	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	3	170		36	5	3		3	750	6		19	287	17	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	3	170		36	5	3		3	750	6		19	287	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	3	170		36	5	3		3	750	6		19	287	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	3	170		36	5	3		3	750	6		19	287	17	
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:	0.02	0.02	0.96		0.82	0.11	0.07		0.01	0.98	0.01		0.06	0.89	0.05	
Final Sat.:	13	10	570		400	56	33		3	708	6		38	575	34	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.30	0.30		0.09	0.09	0.09		1.06	1.06	1.06		0.50	0.50	0.50	
Crit Moves:		****				****				****				****		
Delay/Veh:	11.2	11.2	11.2		10.5	10.5	10.5		71.9	71.9	71.9		13.7	13.7	13.7	
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:	11.2	11.2	11.2		10.5	10.5	10.5		71.9	71.9	71.9		13.7	13.7	13.7	
LOS by Move:	B		B		B		B		F		F		B		B	
ApproachDel:	11.2				10.5				71.9				13.7			
Delay Adj:	1.00				1.00				1.00				1.00			
ApprAdjDel:	11.2				10.5				71.9				13.7			
LOS by Appr:	B				B				F				B			
AllWayAvgQ:	0.4	0.4	0.4		0.1	0.1	0.1		12.7	12.7	12.7		0.9	0.9	0.9	

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

Existing PM
Sierra Vista

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

Intersection #30300 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 0 Average Delay (sec/veh): 27.7
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	0	0 0	0	0	1!	0 0	0	1	0	0 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		64	0	4		14	713	0		0	253	51	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		64	0	4		14	713	0		0	253	51	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		64	0	4		14	713	0		0	253	51	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		64	0	4		14	713	0		0	253	51	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		64	0	4		14	713	0		0	253	51	
Saturation Flow Module:																
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		0.00	0.94	0.00		0.06	0.02	0.98		0.00	0.00	1.00	
Final Sat.:	0	0	0		525	0	33		15	773	0		0	678	781	
Capacity Analysis Module:																
Vol/Sat:	xxxx	xxxx	xxxx		0.12	xxxx	0.12		0.92	0.92	xxxx		xxxx	0.37	0.07	
Crit Moves:					****					****				****		
Delay/Veh:	0.0	0.0	0.0		10.0	0.0	10.0		36.6	36.6	0.0		0.0	10.9	7.5	
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:	0.0	0.0	0.0		10.0	0.0	10.0		36.6	36.6	0.0		0.0	10.9	7.5	
LOS by Move:	*		*		A		A		E		E		*		B	A
ApproachDel:	xxxxxx				10.0				36.6				10.4			
Delay Adj:	xxxxx				1.00				1.00				1.00			
ApprAdjDel:	xxxxxx				10.0				36.6				10.4			
LOS by Appr:	*				A				E				B			
AllWayAvgQ:	0.0	0.0	0.0		0.1	0.1	0.1		6.4	6.4	6.4		0.0	0.6	0.1	

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

Existing PM
Sierra Vista

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

Intersection #30400 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 0 Average Delay (sec/veh): 35.0
Optimal Cycle: 0 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0	1! 0	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	34	0	68	0	0	0	0	700	75	30	268	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	68	0	0	0	0	700	75	30	268	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	68	0	0	0	0	700	75	30	268	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	68	0	0	0	0	700	75	30	268	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:	34	0	68	0	0	0	0	700	75	30	268	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:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	1.00	1.00	0.10	0.90	0.00
Final Sat.:	200	0	401	0	0	0	0	712	826	70	623	0
Capacity Analysis Module:												
Vol/Sat:	0.17	xxxx	0.17	xxxx	xxxx	xxxx	xxxx	0.98	0.09	0.43	0.43	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	9.9	0.0	9.9	0.0	0.0	0.0	0.0	51.4	7.5	11.9	11.9	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:	9.9	0.0	9.9	0.0	0.0	0.0	0.0	51.4	7.5	11.9	11.9	0.0
LOS by Move:	A	*	A	*	*	*	*	F	A	B	B	*
ApproachDel:	9.9			xxxxxx			47.2			11.9		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	9.9			xxxxxx			47.2			11.9		
LOS by Appr:	A			*			E			B		
AllWayAvgQ:	0.2	0.2	0.2	0.0	0.0	0.0	0.0	8.6	0.1	0.7	0.7	0.7

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

Existing PM
Sierra Vista

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

Intersection #30500 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 0 Average Delay (sec/veh): 16.5
Optimal Cycle: 0 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	1! 0	0	1	0	0	0	1! 0	0	0	1! 0
Volume Module:												
Base Vol:	1	379	222	22	224	0	0	0	0	165	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	379	222	22	224	0	0	0	0	165	0	20
User Adj:	1.00	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:	1	379	222	22	224	0	0	0	0	165	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	379	222	22	224	0	0	0	0	165	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	379	222	22	224	0	0	0	0	165	0	20
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:	0.01	0.63	0.36	0.09	0.91	0.00	0.00	1.00	0.00	0.89	0.00	0.11
Final Sat.:	1	492	288	60	613	0	0	509	0	504	0	61
Capacity Analysis Module:												
Vol/Sat:	0.77	0.77	0.77	0.37	0.37	xxxx	xxxx	0.00	xxxx	0.33	xxxx	0.33
Crit Moves:			****		****			****		****		
Delay/Veh:	20.4	20.4	20.4	10.9	10.9	0.0	0.0	0.0	0.0	11.4	0.0	11.4
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:	20.4	20.4	20.4	10.9	10.9	0.0	0.0	0.0	0.0	11.4	0.0	11.4
LOS by Move:	C	C	C	B	B	*	*	*	*	B	*	B
ApproachDel:	20.4			10.9			xxxxxx			11.4		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	20.4			10.9			xxxxxx			11.4		
LOS by Appr:	C			B			*			B		
AllWayAvgQ:	2.8	2.8	2.8	0.5	0.5	0.5	0.0	0.0	0.0	0.4	0.4	0.4

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

Existing PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	B xxxxx	0.623	B xxxxx	0.623	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	C xxxxx	0.702	C xxxxx	0.702	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	C xxxxx	0.791	C xxxxx	0.791	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D xxxxx	0.865	D xxxxx	0.865	+ 0.000 V/C
#313 Watt Ave/Elkhorn	B xxxxx	0.685	B xxxxx	0.685	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	C xxxxx	0.797	C xxxxx	0.797	+ 0.000 V/C

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Existing PM
Sierra Vista

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

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ovl				Ovl				Ovl				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:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	566	899	601		128	377	174		293	539	216		272	210	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	566	899	601		128	377	174		293	539	216		272	210	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	566	899	601		128	377	174		293	539	216		272	210	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	566	899	601		128	377	174		293	539	216		272	210	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	566	899	601		128	377	174		293	539	216		272	210	54	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.20	0.40		0.04	0.08	0.12		0.10	0.18	0.14		0.09	0.07	0.04	
Crit Volume:			601			64				270				0		
Crit Moves:			****			****				****				****		

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Existing PM
Sierra Vista

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

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.702
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	481	811	119	177	907	96	404	277	359	168	224	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	811	119	177	907	96	404	277	359	168	224	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	481	811	119	177	907	96	404	277	359	168	224	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	811	119	177	907	96	404	277	359	168	224	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	811	119	177	907	96	404	277	359	168	224	91
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	2133	867
Capacity Analysis Module:												
Vol/Sat:	0.16	0.27	0.08	0.06	0.30	0.06	0.13	0.09	0.24	0.06	0.11	0.10
Crit Volume:	240			454			202			158		
Crit Moves:	****			****			****			****		

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

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	105	1101	425	211	551	21	184	301	66	274	192	232
Growth Adj:	1.00	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	1101	425	211	551	21	184	301	66	274	192	232
User Adj:	1.00	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:	105	1101	425	211	551	21	184	301	66	274	192	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1101	425	211	551	21	184	301	66	274	192	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	105	1101	425	211	551	21	184	301	66	274	192	232
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.28	0.14	0.18	0.01	0.12	0.10	0.04	0.18	0.13	0.15
Crit Volume:		551			211			151		274		
Crit Moves:		****			****			****		****		

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Existing PM
Sierra Vista

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

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.865
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	169	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:	Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	273	1289	86	360	848	223	425	411	184	175	521	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	273	1289	86	360	848	223	425	411	184	175	521	320
User Adj:	1.00	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:	273	1289	86	360	848	223	425	411	184	175	521	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	273	1289	86	360	848	223	425	411	184	175	521	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	273	1289	86	360	848	223	425	411	184	175	521	320
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.38	0.62	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2072	928	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.43	0.06	0.12	0.28	0.15	0.14	0.20	0.20	0.06	0.17	0.21
Crit Volume:		645			180			213			261	
Crit Moves:		****			****			****			****	

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Existing PM
Sierra Vista

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

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.685
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Ovl			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	193	1367	223	142	718	239	340	703	220	299	480	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1367	223	142	718	239	340	703	220	299	480	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1367	223	142	718	239	340	703	220	299	480	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1367	223	142	718	239	340	703	220	299	480	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1367	223	142	718	239	340	703	220	299	480	134
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.25	0.75	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3376	1124	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.15	0.05	0.21	0.21	0.11	0.23	0.15	0.10	0.16	0.09
Crit Volume:		456			71			352		150		
Crit Moves:		****			****			****		****		

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Existing PM
Sierra Vista

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

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.797
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	125	781	75	485	626	103	216	728	102	148	699	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	781	75	485	626	103	216	728	102	148	699	428
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	781	75	485	626	103	216	728	102	148	699	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	781	75	485	626	103	216	728	102	148	699	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	125	781	75	485	626	103	216	728	102	148	699	428
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.75	0.25	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	2631	369	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.05	0.16	0.21	0.07	0.14	0.28	0.28	0.10	0.23	0.29
Crit Volume:		391			242			415			148	
Crit Moves:		****			****			****			****	

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EXISTING PLUS PROJECT CONDITIONS
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.340	A	xxxxx	0.340	+ 0.000
# 2 Atlantic & Wills	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 5 Blue Oaks & Crocker Ranch	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.163	A	xxxxx	0.163	+ 0.000
# 7 Blue Oaks & Fiddyment	A	xxxxx	0.252	A	xxxxx	0.252	+ 0.000
# 8 Blue Oaks & New Meadow	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.098	A	xxxxx	0.098	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000
# 13 Cirby & Sunrise	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000
# 14 Cirby Wy & Foothills Bl	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000
# 16 Cirby Wy & Northridge Dr	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 18 Cirby Wy & Orlando Av	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 20 Cirby Wy & Riverside Av	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 23 Cirby Wy & Vernon St	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000

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City of Roseville
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 25 Douglas & Rocky Ridge	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 28 Douglas & Sunrise	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000
# 30 Douglas Bl & E Roseville Pw	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000
# 32 Douglas Bl & Harding Bl	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.357	A	xxxxx	0.357	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.373	A	xxxxx	0.373	+ 0.000
# 38 Eureka & N. Sunrise	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 39 Eureka & Rocky Ridge	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.206	A	xxxxx	0.206	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.343	A	xxxxx	0.343	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.131	A	xxxxx	0.131	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000
# 47 Fiddyment & Del Webb/Village G	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.105	A	xxxxx	0.105	+ 0.000

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.250	A	xxxxx	0.250	+ 0.000 V/C
# 50 Foothills & Baseline/Main	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	A	xxxxx	0.201	A	xxxxx	0.201	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.266	A	xxxxx	0.266	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.379	A	xxxxx	0.379	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.346	A	xxxxx	0.346	+ 0.000 V/C
# 62 Galleria & Berry	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	A	xxxxx	0.399	A	xxxxx	0.399	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.254	A	xxxxx	0.254	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.359	A	xxxxx	0.359	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.169	A	xxxxx	0.169	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.129	A	xxxxx	0.129	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.122	A	xxxxx	0.122	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.342	A	xxxxx	0.342	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.222	A	xxxxx	0.222	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.204	A	xxxxx	0.204	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.077	A	xxxxx	0.077	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000 V/C
# 96 Pleasant Grove & Washington	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
# 98 Pleasant Grove Bl & Woodcreek	A	xxxxx		0.579	A	xxxxx		0.579	+ 0.000
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx		0.431	A	xxxxx		0.431	+ 0.000
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx		0.406	A	xxxxx		0.406	+ 0.000
#101 Rocky Ridge Dr & Professional	A	xxxxx		0.475	A	xxxxx		0.475	+ 0.000
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx		0.106	A	xxxxx		0.106	+ 0.000
#103 Roseville Parkway & Chase	A	xxxxx		0.485	A	xxxxx		0.485	+ 0.000
#104 Roseville Parkway & Creekside	A	xxxxx		0.413	A	xxxxx		0.413	+ 0.000
#105 Roseville Parkway & Gibson	A	xxxxx		0.448	A	xxxxx		0.448	+ 0.000
#106 Roseville Parkway & N. Sunrise	A	xxxxx		0.490	A	xxxxx		0.490	+ 0.000
#107 Roseville Parkway & Reserve	A	xxxxx		0.477	A	xxxxx		0.477	+ 0.000
#108 Roseville Parkway & Secret Rav	A	xxxxx		0.373	A	xxxxx		0.373	+ 0.000
#109 Roseville Parkway & Taylor	A	xxxxx		0.599	A	xxxxx		0.599	+ 0.000
#110 Roseville Parkway & West Mall	A	xxxxx		0.434	A	xxxxx		0.434	+ 0.000
#111 Roseville Pw & Alexandra Dr	A	xxxxx		0.413	A	xxxxx		0.413	+ 0.000
#112 Roseville Pw & Eureka Rd	A	xxxxx		0.327	A	xxxxx		0.327	+ 0.000
#113 Roseville Pw & Lead Hill/Orvie	A	xxxxx		0.493	A	xxxxx		0.493	+ 0.000
#114 Roseville Pw & N Cirby Wy	A	xxxxx		0.346	A	xxxxx		0.346	+ 0.000
#115 Roseville Pw & Olympus Dr	A	xxxxx		0.508	A	xxxxx		0.508	+ 0.000
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx		0.382	A	xxxxx		0.382	+ 0.000
#117 Roseville Pw & Sierra College	B	xxxxx		0.675	B	xxxxx		0.675	+ 0.000
#118 Roseville Pw & Trestle Rd	A	xxxxx		0.249	A	xxxxx		0.249	+ 0.000
#119 Roseville Pw & Village/Slate C	A	xxxxx		0.261	A	xxxxx		0.261	+ 0.000
#120 Roseville Pw & Washington Bl	A	xxxxx		0.149	A	xxxxx		0.149	+ 0.000
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx		0.363	A	xxxxx		0.363	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#122 S Cirby Wy & Old Auburn Rd	B	xxxxx		0.630	B	xxxxx		0.630	+ 0.000
#123 Secret Ravine & Scarborough/ P	A	xxxxx		0.264	A	xxxxx		0.264	+ 0.000
#124 Sierra College & Miners Ravine	A	xxxxx		0.440	A	xxxxx		0.440	+ 0.000
#125 Sierra College & Secret Ravine	A	xxxxx		0.461	A	xxxxx		0.461	+ 0.000
#126 Sierra College Bl & Eureka Rd	A	xxxxx		0.589	A	xxxxx		0.589	+ 0.000
#127 Sierra College Bl & Indigo Cre	A	xxxxx		0.361	A	xxxxx		0.361	+ 0.000
#128 Sierra College Bl & Old Auburn	B	xxxxx		0.609	B	xxxxx		0.609	+ 0.000
#129 Sierra College Bl & Olympus Dr	A	xxxxx		0.584	A	xxxxx		0.584	+ 0.000
#130 Stanford Ranch & Fairway	A	xxxxx		0.397	A	xxxxx		0.397	+ 0.000
#131 Stanford Ranch & Five Star	A	xxxxx		0.492	A	xxxxx		0.492	+ 0.000
#132 Stanford Ranch & Highland Park	A	xxxxx		0.341	A	xxxxx		0.341	+ 0.000
#133 Sunrise & Coloma	A	xxxxx		0.593	A	xxxxx		0.593	+ 0.000
#134 Sunrise & Sandringham/Kensingt	A	xxxxx		0.483	A	xxxxx		0.483	+ 0.000
#135 Sunrise & Sun Tree/Kensington	A	xxxxx		0.529	A	xxxxx		0.529	+ 0.000
#136 Sunrise Av & Frances Dr	A	xxxxx		0.528	A	xxxxx		0.528	+ 0.000
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx		0.315	A	xxxxx		0.315	+ 0.000
#138 Washington & Diamond Oaks	A	xxxxx		0.499	A	xxxxx		0.499	+ 0.000
#139 Washington & Sawtell/Derek	A	xxxxx		0.261	A	xxxxx		0.261	+ 0.000
#140 Washington Bl & Hallissy Dr	A	xxxxx		0.423	A	xxxxx		0.423	+ 0.000
#141 Woodcreek Oaks & Baseline	D	xxxxx		0.848	D	xxxxx		0.848	+ 0.000
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx		0.576	A	xxxxx		0.576	+ 0.000
#143 Woodcreek Oaks & Horncastle	A	xxxxx		0.441	A	xxxxx		0.441	+ 0.000
#144 Woodcreek Oaks & Mcanally	A	xxxxx		0.440	A	xxxxx		0.440	+ 0.000
#145 Woodcreek Oaks & Trailee	A	xxxxx		0.297	A	xxxxx		0.297	+ 0.000
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx		0.426	A	xxxxx		0.426	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000
#148 I-80 WB Off & Douglas Blvd	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000
#152 I-80 WB Off & Riverside Ave	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000
#156 Fairway & Highland Park	A	xxxxx	0.122	A	xxxxx	0.122	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
#158 Roseville Rkwy & Old Auburn		xxxxx	0.000		xxxxx	0.000	+ 0.000
#159 Washington Blvd & Industrial		xxxxx	0.000		xxxxx	0.000	+ 0.000
#160 Foothills Blvd & HP Far South/		xxxxx	0.000		xxxxx	0.000	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow		xxxxx	0.000		xxxxx	0.000	+ 0.000
#162 Gibson Rd & New Convention Cen		xxxxx	0.000		xxxxx	0.000	+ 0.000
#163 Blue Oaks Blvd & West Side Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy		xxxxx	0.000		xxxxx	0.000	+ 0.000
#165 Fiddyment Rd & Westhills Dr	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000
#166 Pleasant Grove Blvd & West Sid		xxxxx	0.000		xxxxx	0.000	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar		xxxxx	0.000		xxxxx	0.000	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside		xxxxx	0.000		xxxxx	0.000	+ 0.000
#170 Industrial Ave & Alantown Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West		xxxxx	0.000		xxxxx	0.000	+ 0.000
#172 Washington Blvd & All America		xxxxx	0.000		xxxxx	0.000	+ 0.000
#173 Cirby & Cottonwood		xxxxx	0.000		xxxxx	0.000	+ 0.000
#174 Secret Ravine & Alexandra		xxxxx	0.000		xxxxx	0.000	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch		xxxxx	0.000		xxxxx	0.000	+ 0.000
#176 Douglas Bl & I-80 EB On		xxxxx	0.000		xxxxx	0.000	+ 0.000
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000
#178 Watt Ave & Road A	A	xxxxx	0.171	A	xxxxx	0.171	+ 0.000
#179 Watt Ave & Road B	A	xxxxx	0.134	A	xxxxx	0.134	+ 0.000
#180 Watt Ave & Baseline Rd	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000
#181 West Side Dr & Road A	A	xxxxx	0.262	A	xxxxx	0.262	+ 0.000
#182 West Side Dr & Road B	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000
#183 West Side Dr & Baseline Rd	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000
#184 Market St & Road B	A	xxxxx	0.258	A	xxxxx	0.258	+ 0.000
#185 Market St & Baseline Rd	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.174	A	xxxxx	0.174	+ 0.000
#187 Upland Dr & Road B	A	xxxxx	0.298	A	xxxxx	0.298	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx	0.305	A	xxxxx	0.305	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx	0.124	A	xxxxx	0.124	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx	0.245	A	xxxxx	0.245	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.079	A	xxxxx	0.079	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx	0.066	A	xxxxx	0.066	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.113	A	xxxxx	0.113	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.311	A	xxxxx	0.311	+ 0.000 V/C
#199 Baseline Rd & SV CC4	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.233	A	xxxxx	0.233	+ 0.000 V/C
#1005 Vernon & Lincoln	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000 V/C

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

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.340
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	10	3	11	68	1	13	18	722	6	4	785	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3	11	68	1	13	18	722	6	4	785	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:	10	3	11	68	1	13	18	722	6	4	785	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3	11	68	1	13	18	722	6	4	785	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	3	11	68	1	13	18	722	6	4	785	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.21	0.79	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	311	1139	1429	21	1450	1450	2876	24	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.01	0.01	0.25	0.25	0.00	0.27	0.02
Crit Volume:			14		69		18				393	
Crit Moves:			****		****		****				****	

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Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.462
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	139	0	139	0	0	0	0	602	198	253	693	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	139	0	0	0	0	602	198	253	693	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	139	0	139	0	0	0	0	602	198	253	693	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	139	0	0	0	0	602	198	253	693	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	139	0	139	0	0	0	0	602	198	253	693	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.09	0.00	0.00	0.00	0.00	0.20	0.13	0.17	0.23	0.00
Crit Volume:	139			0			301			253		
Crit Moves:	****						****			****		

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Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.428
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	236	0	107	71	516	0	0	671	138
Growth Adj:	1.00	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	236	0	107	71	516	0	0	671	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	236	0	107	71	516	0	0	671	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	236	0	107	71	516	0	0	671	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	236	0	107	71	516	0	0	671	138
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.07	0.05	0.17	0.00	0.00	0.22	0.09
Crit Volume:	0			236			71			336		
Crit Moves:				****			****			****		

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

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				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	2	0 1	1	0	1	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	19	205	0		106	0	722		387	533	16		22	856	104	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	205	0		106	0	722		387	533	16		22	856	104	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	205	0		106	0	722		387	533	16		22	856	104	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	205	0		106	0	722		387	533	16		22	856	104	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	19	205	0		106	0	722		387	533	16		22	856	104	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.00	1.00		1.00	1.94	0.06		1.00	2.00	1.00	
Final Sat.:	1450	2900	1450		1450	1450	1450		1450	2815	85		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.00		0.07	0.00	0.50		0.27	0.19	0.19		0.02	0.30	0.07	
Crit Volume:	19						722		0					428		
Crit Moves:	****						****		****					****		

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

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.241
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	0	0 0	1	0	0	0 1	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		185	0	40		13	531	0		0	381	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		185	0	40		13	531	0		0	381	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		185	0	40		13	531	0		0	381	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		185	0	40		13	531	0		0	381	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		185	0	40		13	531	0		0	381	76	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	0		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.12	0.00	0.03		0.01	0.12	0.00		0.00	0.08	0.05	
Crit Volume:					185					177				0		
Crit Moves:					****					****				****		

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Level Of Service Computation Report
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Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.163
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	3	0	94	0	0	0	0	452	2	49	377	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:	3	0	94	0	0	0	0	452	2	49	377	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	3	0	94	0	0	0	0	452	2	49	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	94	0	0	0	0	452	2	49	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	3	0	94	0	0	0	0	452	2	49	377	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.10	0.00	0.03	0.08	0.00
Crit Volume:			94	0				151		0		
Crit Moves:			****					****		****		

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Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.252
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0
Volume Module:												
Base Vol:	8	173	457	28	216	1	4	38	3	482	1	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	173	457	28	216	1	4	38	3	482	1	19
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	8	173	0	28	216	1	4	38	0	482	1	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	173	0	28	216	1	4	38	0	482	1	19
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	8	173	0	28	216	1	4	38	0	482	1	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.00	0.01	0.07	0.00	0.00	0.01	0.00	0.17	0.00	0.01
Crit Volume:	4				108			13		241		
Crit Moves:	****				****			****		****		

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

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	133	0	18		11 1300	0		9	720	25			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	133	0	18		11 1300	0		9	720	25			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	133	0	18		11 1300	0		9	720	25			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	133	0	18		11 1300	0		9	720	25			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	133	0	18		11 1300	0		9	720	25			
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00			
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500	1500			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.01	0.01	0.29	0.00	0.01	0.16	0.02				
Crit Volume:		0		133				433		9						
Crit Moves:				****				****		****						

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

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.098
Loss Time (sec): 0 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	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	2	0	2		0 436	0		0	429	2			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	2	0	2		0 436	0		0	429	2			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	2	0	2		0 436	0		0	429	2			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	2	0	2		0 436	0		0	429	2			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	2	0	2		0 436	0		0	429	2			
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00			
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500	1500			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.10	0.00				
Crit Volume:		0		2				145		0						
Crit Moves:				****				****		****						

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

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.395
Loss Time (sec): 12 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:	Ovl				Include				Ovl				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	1	0 1	1	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	28	25	115		158	62	22		26	636	46		106	396	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	25	115		158	62	22		26	636	46		106	396	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	28	25	115		158	62	22		26	636	46		106	396	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	25	115		158	62	22		26	636	46		106	396	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	28	25	115		158	62	22		26	636	46		106	396	88	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.31	0.51	0.18		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1893	743	264		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.08		0.08	0.08	0.08		0.02	0.22	0.03		0.07	0.14	0.06	
Crit Volume:	28						121			318			106			
Crit Moves:	****						****			****			****			

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Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	83	55	217		118	51	27		142	1185	179		556	742	262	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	83	55	217		118	51	27		142	1185	179		556	742	262	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	55	0		118	51	27		142	1185	179		556	742	262	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	55	0		118	51	27		142	1185	179		556	742	262	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	83	55	0		118	51	27		142	1185	179		556	742	262	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	2900	1450		2900	2900	1450		1450	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.02	0.00		0.04	0.02	0.02		0.10	0.41	0.12		0.19	0.26	0.18	
Crit Volume:			28				59			593			278			
Crit Moves:			****				****			****			****			

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Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	79	48	333	235	100	81	48	735	143	177	472	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	48	333	235	100	81	48	735	143	177	472	115
User Adj:	1.00	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:	79	48	333	235	100	81	48	735	143	177	472	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	48	333	235	100	81	48	735	143	177	472	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	79	48	333	235	100	81	48	735	143	177	472	115
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.23	0.08	0.03	0.06	0.03	0.25	0.10	0.06	0.16	0.08
Crit Volume:			333	118				368		0		
Crit Moves:			****	****				****		****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	258	781	132	113	669	133	170	854	211	140	822	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	781	132	113	669	133	170	854	211	140	822	133
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	258	781	0	113	669	0	170	854	0	140	822	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	781	0	113	669	0	170	854	0	140	822	133
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	258	781	0	113	669	0	170	854	0	140	822	133
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.00	0.04	0.23	0.00	0.06	0.29	0.00	0.05	0.28	0.09
Crit Volume:	129				335		85				411	
Crit Moves:	****				****		****				****	

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0	1	2	0 1	0	0	0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	310	326	1431	560	0	0	0	0	371	0	1072
Growth Adj:	1.00	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	310	326	1431	560	0	0	0	0	371	0	1072
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	310	0	1431	560	0	0	0	0	371	0	1072
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	310	0	1431	560	0	0	0	0	371	0	1072
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	310	0	1431	560	0	0	0	0	371	0	1072
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.48	0.37	0.00	0.00	0.00	0.00	0.12	0.00	0.36
Crit Volume:		155		716				0		186		
Crit Moves:		****		****						****		

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

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	0	0 0	1	0	0 0	0	0	2 1	0	2	0 0
Volume Module:												
Base Vol:	0	0	192	0	0	0	0	1604	9	212	1078	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	192	0	0	0	0	1604	9	212	1078	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	192	0	0	0	0	1604	9	212	1078	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	192	0	0	0	0	1604	9	212	1078	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	192	0	0	0	0	1604	9	212	1078	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	2.00	2.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4475	25	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.36	0.36	0.07	0.36	0.00
Crit Volume:			192	0					538	0		
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	3	0	27	25	1	13	5	1618	1	7	1243	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:	3	0	27	25	1	13	5	1618	1	7	1243	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	27	25	1	13	5	1618	1	7	1243	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	27	25	1	13	5	1618	1	7	1243	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	27	25	1	13	5	1618	1	7	1243	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.00	0.90	0.96	0.04	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	145	0	1305	1394	56	1450	1450	2898	2	1450	2875	25
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.02	0.02	0.01	0.00	0.56	0.56	0.00	0.43	0.43
Crit Volume:			30		26			810			7	
Crit Moves:			****		****			****			****	

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

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	1! 0	0	0	1! 0	1	0	1	1	0	1
Volume Module:												
Base Vol:	45	13	88	33	6	65	22	1037	10	21	1004	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	13	88	33	6	65	22	1037	10	21	1004	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	13	88	33	6	65	22	1037	10	21	1004	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	13	88	33	6	65	22	1037	10	21	1004	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	13	88	33	6	65	22	1037	10	21	1004	37
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.09	0.60	0.32	0.06	0.62	1.00	1.98	0.02	1.00	1.93	0.07
Final Sat.:	462	134	904	476	87	938	1500	2971	29	1500	2893	107
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.07	0.07	0.07	0.01	0.35	0.35	0.01	0.35	0.35
Crit Volume:			146		33			524			21	
Crit Moves:			****		****			****			****	

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

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ovl				Ovl				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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	11	12	322		4	2	6		8	849	28		86	1123	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	12	322		4	2	6		8	849	28		86	1123	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	12	322		4	2	6		8	849	28		86	1123	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	12	322		4	2	6		8	849	28		86	1123	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	12	322		4	2	6		8	849	28		86	1123	2	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.48	0.52	1.00		0.67	0.33	1.00		1.00	1.94	0.06		1.00	1.99	0.01	
Final Sat.:	693	757	1450		967	483	1450		1450	2807	93		1450	2895	5	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.22		0.00	0.00	0.00		0.01	0.30	0.30		0.06	0.39	0.39	
Crit Volume:			322			6				8				563		
Crit Moves:			****			****				****				****		

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

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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! 0	0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	112	2	38		73	1	79		32	1022	0		50	904	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	2	38		73	1	79		32	1022	0		50	904	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	2	38		73	1	79		32	1022	0		50	904	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	2	38		73	1	79		32	1022	0		50	904	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	112	2	38		73	1	79		32	1022	0		50	904	27	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.74	0.01	0.25		0.99	0.01	1.00		1.00	2.00	0.00		1.00	1.94	0.06	
Final Sat.:	1068	19	363		1430	20	1450		1450	2900	0		1450	2816	84	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.05	0.05	0.05		0.02	0.35	0.00		0.03	0.32	0.32	
Crit Volume:			152			74				511				50		
Crit Moves:			****			****				****				****		

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

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 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			Ovl			Ignore			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:	2	0 1	1 0	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	832	449	196	169	585	102	286	1032	1300	402	627	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	832	449	196	169	585	102	286	1032	1300	402	627	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	832	449	196	169	585	102	286	1032	0	402	627	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	832	449	196	169	585	102	286	1032	0	402	627	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	832	449	196	169	585	102	286	1032	0	402	627	142
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2019	881	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.22	0.22	0.06	0.13	0.07	0.10	0.24	0.00	0.14	0.22	0.10
Crit Volume:	416			195			344			201		
Crit Moves:	****			****			****			****		

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

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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! 0	0	1	1 0	0 1	1	1 0	1 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	124	0	394	548	337	0	0	566	474
Growth Adj:	1.00	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	124	0	394	548	337	0	0	566	474
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	124	0	394	548	337	0	0	566	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	394	548	337	0	0	566	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	124	0	394	548	337	0	0	566	474
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.86	1.14	0.00	0.00	1.09	0.91
Final Sat.:	0	1500	0	3000	0	1500	2786	1714	0	0	1633	1367
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.26	0.20	0.20	0.00	0.00	0.35	0.35
Crit Volume:	0					394		0				520
Crit Moves:						****		****				****

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

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	32	0	40	0	0	0	0	1159	21	26	1181	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:	32	0	40	0	0	0	0	1159	21	26	1181	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	40	0	0	0	0	1159	21	26	1181	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	40	0	0	0	0	1159	21	26	1181	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:	32	0	40	0	0	0	0	1159	21	26	1181	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2947	53	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.39	0.02	0.39	0.00
Crit Volume:	32				0				590	26		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ignore			Ovl			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	1	0	1	1	0	1	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	84	158	75	90	139	286	217	1479	76	89	1064	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	158	75	90	139	286	217	1479	76	89	1064	86
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	158	0	90	139	286	217	1479	76	89	1064	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	158	0	90	139	286	217	1479	76	89	1064	86
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	158	0	90	139	286	217	1479	76	89	1064	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	2900	2758	142	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.00	0.06	0.10	0.20	0.07	0.54	0.54	0.03	0.37	0.06
Crit Volume:	84					286			778	45		
Crit Moves:	****					****			****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	297	325	22	299	254	89	175	937	200	52	919	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	325	22	299	254	89	175	937	200	52	919	376
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:	297	325	22	299	254	89	175	937	200	52	919	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	325	22	299	254	89	175	937	200	52	919	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	297	325	22	299	254	89	175	937	200	52	919	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.02	0.10	0.09	0.06	0.06	0.22	0.14	0.02	0.21	0.00
Crit Volume:		163		150			88				306	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ovl			Ovl			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	196	481	289	99	245	63	177	1112	72	154	894	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	481	289	99	245	63	177	1112	72	154	894	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	196	481	289	99	245	63	177	1112	0	154	894	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	481	289	99	245	63	177	1112	0	154	894	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	196	481	289	99	245	63	177	1112	0	154	894	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.20	0.03	0.08	0.04	0.06	0.26	0.00	0.05	0.21	0.00
Crit Volume:		240		50				371		77		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	134	49	45	33	39	6	17	1404	100	29	1075	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	49	45	33	39	6	17	1404	100	29	1075	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	49	45	33	39	6	17	1404	100	29	1075	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	49	45	33	39	6	17	1404	100	29	1075	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	134	49	45	33	39	6	17	1404	100	29	1075	107
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.52	0.48	1.00	1.00	1.00	1.00	2.80	0.20	1.00	2.73	0.27
Final Sat.:	1450	756	694	1450	1450	1450	1450	4061	289	1450	3956	394
Capacity Analysis Module:												
Vol/Sat:	0.09	0.06	0.06	0.02	0.03	0.00	0.01	0.35	0.35	0.02	0.27	0.27
Crit Volume:	134			39					501	29		
Crit Moves:	****			****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	31	29	35	51	20	42	153	1345	50	44	1031	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	29	35	51	20	42	153	1345	50	44	1031	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	29	35	51	20	42	153	1345	50	44	1031	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	29	35	51	20	42	153	1345	50	44	1031	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	29	35	51	20	42	153	1345	50	44	1031	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.48	1.00	0.72	0.28	1.00	1.00	2.89	0.11	1.00	2.84	0.16
Final Sat.:	749	701	1450	1042	408	1450	1450	4194	156	1450	4122	228
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.05	0.05	0.03	0.11	0.32	0.32	0.03	0.25	0.25
Crit Volume:			60			71		153				363
Crit Moves:		****			****		****					****

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Existing Plus Project AM Peak Hour

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

Intersection #28 Douglas & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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			Ovl			Ovl			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:	2	0	1 1	0	2	0 2	0 1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	229	300	173	75	354	178	369	1548	214	159	989	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:	229	300	173	75	354	178	369	1548	214	159	989	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:	229	300	173	75	354	178	369	1548	214	159	989	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	300	173	75	354	178	369	1548	214	159	989	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	1.00	1.00	1.00
FinalVolume:	229	300	173	75	354	178	369	1548	214	159	989	70
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.27	0.73	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	1839	1061	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.03	0.12	0.12	0.13	0.36	0.15	0.05	0.23	0.05
Crit Volume:	114			177			516			80		
Crit Moves:	****			****			****			****		

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

Intersection #29 Douglas & Target

Cycle (sec): 120 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1 0		1 0 2 1	0
Volume Module:												
Base Vol:	35	1	22	27	1	8	28	1350	55	23	1133	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	1	22	27	1	8	28	1350	55	23	1133	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	1	22	27	1	8	28	1350	55	23	1133	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1	22	27	1	8	28	1350	55	23	1133	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	1	22	27	1	8	28	1350	55	23	1133	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.88	0.12	1.00	2.96	0.04
Final Sat.:	1450	63	1387	1450	161	1289	1450	4180	170	1450	4297	53
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.01	0.01	0.02	0.32	0.32	0.02	0.26	0.26
Crit Volume:	35			27			468			23		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec): 120 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ovl			Ignore			Ovl			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:	2	0	2 0 1	2	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	163	427	45	550	469	75	102	948	88	57	1175	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	427	45	550	469	75	102	948	88	57	1175	393
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	163	427	45	550	469	0	102	948	88	57	1175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	427	45	550	469	0	102	948	88	57	1175	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	163	427	45	550	469	0	102	948	88	57	1175	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.03	0.19	0.16	0.00	0.04	0.22	0.06	0.02	0.27	0.00
Crit Volume:		214		275			51				392	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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! 0	0	1	1 0 0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	5	3	11	238	6	37	31	771	8	30	667	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	238	6	37	31	771	8	30	667	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	3	11	238	6	37	31	771	8	30	667	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	238	6	37	31	771	8	30	667	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	3	11	238	6	37	31	771	8	30	667	107
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.95	0.05	1.00	1.00	1.98	0.02	1.00	1.72	0.28
Final Sat.:	382	229	839	2829	71	1450	1450	2870	30	1450	2499	401
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.03	0.02	0.27	0.27	0.02	0.27	0.27
Crit Volume:				19		122			390	30		
Crit Moves:				****	****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore				Ovl				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	1	0 1	1	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	12	4	23		429	5	167		119	928	18		27	697	180	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	12	4	23		429	5	167		119	928	18		27	697	180	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	12	4	0		429	5	167		119	928	18		27	697	180	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	12	4	0		429	5	167		119	928	18		27	697	180	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	12	4	0		429	5	167		119	928	18		27	697	180	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.98	0.02	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2867	33	1450		1450	2845	55		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.00		0.15	0.15	0.12		0.08	0.33	0.33		0.02	0.24	0.12	
Crit Volume:	12				217						473		27			
Crit Moves:	****				****						****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
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:	0	0	0	0 1	0	1	0	0 1	0	0	1	1 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	4		254	6	1		0	335	5		0	363	167	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	4		254	6	1		0	335	5		0	363	167	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	0	0	4		254	6	1		0	335	5		0	363	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	4		254	6	1		0	335	5		0	363	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	4		254	6	1		0	335	5		0	363	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		0.98	0.02	1.00		0.00	1.97	0.03		0.00	1.00	1.00	
Final Sat.:	0	0	1500		1465	35	1500		0	2956	44		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.17	0.00		0.00	0.11	0.11		0.00	0.24	0.00	
Crit Volume:					4		260				0			363		
Crit Moves:					****		****				****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.357
Loss Time (sec): 9 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:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	39	0	179	0	0	0	0	666	48	91	577	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	0	179	0	0	0	0	666	48	91	577	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	179	0	0	0	0	666	48	91	577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	179	0	0	0	0	666	48	91	577	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:	39	0	179	0	0	0	0	666	48	91	577	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.87	0.13	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2798	202	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.12	0.00	0.00	0.00	0.00	0.24	0.24	0.06	0.19	0.00
Crit Volume:			179	0					357	0		
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	9	0	2	64	3	16	0	632	5	0	543	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:	9	0	2	64	3	16	0	632	5	0	543	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	64	3	16	0	632	5	0	543	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	64	3	16	0	632	5	0	543	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:	9	0	2	64	3	16	0	632	5	0	543	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.16	0.84	0.00	1.98	0.02	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	229	1221	0	2877	23	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.22	0.22	0.00	0.19	0.00
Crit Volume:			11	64					319	0		
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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:	Ignore			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:	2	0	3	0	1	2	0	2	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	392	689	127	181	518	127	155	888	151	258	1474	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	392	689	127	181	518	127	155	888	151	258	1474	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	392	689	0	181	518	127	155	888	151	258	1474	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	689	0	181	518	127	155	888	151	258	1474	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	392	689	0	181	518	127	155	888	151	258	1474	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.41	0.59	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	3493	857	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.06	0.15	0.15	0.11	0.20	0.10	0.18	0.34	0.00
Crit Volume:	196			215			155			491		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	143	476	56	164	806	17	14	108	81	75	100	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	476	56	164	806	17	14	108	81	75	100	49
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	143	476	0	164	806	0	14	108	0	75	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	476	0	164	806	0	14	108	0	75	100	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	143	476	0	164	806	0	14	108	0	75	100	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.00	0.11	0.19	0.00	0.01	0.04	0.00	0.05	0.03	0.00
Crit Volume:	143			269			54			75		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.487
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	136	200	62	147	288	85	187	1536	531	60	636	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	200	62	147	288	85	187	1536	531	60	636	40
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	136	200	0	147	288	0	187	1536	0	60	636	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	200	0	147	288	0	187	1536	0	60	636	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	136	200	0	147	288	0	187	1536	0	60	636	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.05	0.07	0.00	0.06	0.35	0.00	0.02	0.15	0.00
Crit Volume:	68			96			512			30		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.326
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3 0 1	1	0	3 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	22	486	19	191	1098	189	35	76	121	47	83	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	486	19	191	1098	189	35	76	121	47	83	15
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	486	0	191	1098	0	35	76	0	47	83	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	486	0	191	1098	0	35	76	0	47	83	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	486	0	191	1098	0	35	76	0	47	83	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.00	0.13	0.25	0.00	0.02	0.03	0.00	0.03	0.03	0.00
Crit Volume:	22			366			38			47		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.206
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	1! 0	0	1	0	1	0	1	0	2	0 1
Volume Module:												
Base Vol:	58	7	3	14	17	22	8	258	109	16	126	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	7	3	14	17	22	8	258	109	16	126	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	7	3	14	17	22	8	258	109	16	126	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	7	3	14	17	22	8	258	109	16	126	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	7	3	14	17	22	8	258	109	16	126	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.10	0.04	0.45	0.55	1.00	1.00	1.41	0.59	1.00	2.00	1.00
Final Sat.:	1237	149	64	655	795	1450	1450	2039	861	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.02	0.01	0.13	0.13	0.01	0.04	0.01
Crit Volume:		68			31				184	16		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.343
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	48	316	9	5	741	7	18	5	53	17	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	316	9	5	741	7	18	5	53	17	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	316	9	5	741	7	18	5	53	17	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	316	9	5	741	7	18	5	53	17	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	316	9	5	741	7	18	5	53	17	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2820	80	1450	2873	27	1450	125	1325	1369	81	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.00	0.26	0.26	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48				374			58			18	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap. (X):	0.241
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	57	185	26	88	281	71	51	17	26	47	23	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	185	26	88	281	71	51	17	26	47	23	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:	57	185	26	88	281	71	51	17	26	47	23	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	185	26	88	281	71	51	17	26	47	23	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:	57	185	26	88	281	71	51	17	26	47	23	113
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.02	0.06	0.19	0.05	0.04	0.01	0.02	0.03	0.01	0.08
Crit Volume:		185			0		51					113
Crit Moves:		****			****		****					****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.131
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	2	255	8	13	189	10	5	0	3	15	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	255	8	13	189	10	5	0	3	15	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	255	8	13	189	10	5	0	3	15	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	255	8	13	189	10	5	0	3	15	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	255	8	13	189	10	5	0	3	15	0	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.01	0.01	0.07	0.01	0.00	0.00	0.00	0.01	0.00	0.03
Crit Volume:		128			13				3			47
Crit Moves:		****			****				****			****

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Existing Plus Project AM Peak Hour

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

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.325
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	11	166	71	28	173	138	87	41	6	38	34	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:	11	166	71	28	173	138	87	41	6	38	34	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	166	71	28	173	138	87	41	6	38	34	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	166	71	28	173	138	87	41	6	38	34	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	166	71	28	173	138	87	41	6	38	34	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.14	0.86	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	202	1248	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.05	0.14	0.14	0.10	0.06	0.01	0.00	0.03	0.01	0.01
Crit Volume:		166			201		87				17	
Crit Moves:		****			****		****				****	

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

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Ovl			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	1!	0	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	48	195	5	30	280	50	38	16	36	4	12	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	195	5	30	280	50	38	16	36	4	12	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	195	5	30	280	50	38	16	36	4	12	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	195	5	30	280	50	38	16	36	4	12	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	195	5	30	280	50	38	16	36	4	12	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1414	36	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.21	0.21	0.03	0.03	0.01	0.02	0.00	0.00	0.00
Crit Volume:		200			310		38				6	
Crit Moves:		****			****		****				****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	33	260	34	4	286	10	39	1	40	24	3	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	260	34	4	286	10	39	1	40	24	3	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	260	34	4	286	10	39	1	40	24	3	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	260	34	4	286	10	39	1	40	24	3	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	260	34	4	286	10	39	1	40	24	3	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.01	0.96	0.03	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	19	1382	48	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.02	0.21	0.21	0.21	0.03	0.00	0.03	0.02	0.00	0.01
Crit Volume:		260				300	39					21
Crit Moves:		****				****	****					****

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

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	0	0
Volume Module:												
Base Vol:	60	577	36	5	604	50	75	43	13	50	9	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	577	36	5	604	50	75	43	13	50	9	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	577	36	5	604	0	75	43	13	50	9	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	577	36	5	604	0	75	43	13	50	9	1
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:	60	577	36	5	604	0	75	43	13	50	9	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.83	0.15	0.02
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	1250	225	25
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.02	0.00	0.20	0.00	0.05	0.03	0.01	0.04	0.04	0.04
Crit Volume:	60				302		75				60	
Crit Moves:	****				****		****				****	

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

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.105
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	239	0	0	337	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	239	0	0	337	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	239	0	0	337	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	0	0	337	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	239	0	0	337	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			169			0			0		
Crit Moves:	****			****								

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

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 9 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			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 2	0 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	32	543	0	0	627	19	30	0	1	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:	32	543	0	0	627	19	30	0	1	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	543	0	0	627	19	30	0	1	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	543	0	0	627	19	30	0	1	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:	32	543	0	0	627	19	30	0	1	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.00	0.00	0.21	0.01	0.02	0.00	0.00	0.00	0.00	0.00
Crit Volume:	32			314			30			0		
Crit Moves:	****			****			****					

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

Intersection #50 Foothills & Baseline/Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	Ovl			Ignore			Ovl			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:	2	0 2	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	441	632	59	78	911	106	136	232	627	63	177	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	632	59	78	911	106	136	232	627	63	177	94
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	632	59	78	911	0	136	232	627	63	177	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	632	59	78	911	0	136	232	627	63	177	94
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:	441	632	59	78	911	0	136	232	627	63	177	94
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.22	0.04	0.05	0.21	0.00	0.09	0.08	0.43	0.04	0.06	0.06
Crit Volume:	0			304			627		63			
Crit Moves:	****			****			****		****			

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec): 120 Critical Vol./Cap. (X): 0.267
Loss Time (sec): 12 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 3	0 1	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	11	663	98	36	241	3	8	8	22	7	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	663	98	36	241	3	8	8	22	7	1	4
User Adj:	1.00	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:	11	663	98	36	241	3	8	8	22	7	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	663	98	36	241	3	8	8	22	7	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	663	98	36	241	3	8	8	22	7	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.50	0.50	1.00	1.75	0.25	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	725	725	1450	2538	363	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.07	0.02	0.06	0.00	0.01	0.01	0.02	0.00	0.00	0.00
Crit Volume:		332		36			16			4		
Crit Moves:		****		****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.277
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	2	0	1	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	1	321	17	12	716	1	22	1	1	30	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	321	17	12	716	1	22	1	1	30	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	321	17	12	716	1	22	1	0	30	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	321	17	12	716	1	22	1	0	30	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	321	17	12	716	1	22	1	0	30	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.91	0.09	1.00	0.97	0.03	1.00
Final Sat.:	1450	4350	1450	1450	2900	1450	2774	126	1450	1403	47	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.01	0.01	0.25	0.00	0.01	0.01	0.00	0.02	0.02	0.00
Crit Volume:	1			358			12			31		
Crit Moves:	****			****			****			****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1161	180	58	1680	0	0	0	0	200	0	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1161	180	58	1680	0	0	0	0	200	0	80
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1161	180	58	1680	0	0	0	0	200	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1161	180	58	1680	0	0	0	0	200	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1161	180	58	1680	0	0	0	0	200	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.12	0.04	0.56	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Volume:	0			840			0			200		
Crit Moves:	****			****						****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec): 120 Critical Vol./Cap. (X): 0.201
Loss Time (sec): 12 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:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ignore				Ignore				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:	2	0	2	0 1	2	0	2	0 1	2	0	0	0 1	3	0	1	0 1
Volume Module:																
Base Vol:	100	340	0	0	496	263	7	0	2	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:	100	340	0	0	496	263	7	0	2	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	100	340	0	0	496	0	7	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	100	340	0	0	496	0	7	0	0	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	100	340	0	0	496	0	7	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	0.00	1.00	3.00	1.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	0	1500	4500	1500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.11	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Volume:	50				248		4				0					
Crit Moves:	****				****		****									

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #55 Foothills Bl & HP South

Cycle (sec): 120 Critical Vol./Cap. (X): 0.266
Loss Time (sec): 9 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				Permitted				Permitted			
Rights:	Include				Include				Ovl				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	2	0 1	1	0	1	1 0	0	1	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	164	607	109	77	338	35	2	2	7	16	2	13				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	164	607	109	77	338	35	2	2	7	16	2	13				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	164	607	109	77	338	35	2	2	7	16	2	13				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	164	607	109	77	338	35	2	2	7	16	2	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:	164	607	109	77	338	35	2	2	7	16	2	13				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	1.81	0.19	0.36	0.64	1.00	1.00	1.00	1.00				
Final Sat.:	1500	3000	1500	1500	2718	282	545	955	1500	1500	1500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.20	0.07	0.05	0.12	0.12	0.00	0.00	0.00	0.01	0.00	0.01				
Crit Volume:		304		77				3		16						
Crit Moves:		****		****				****		****						

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ignore			Ignore			Ovl			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	95	722	98	148	700	112	211	389	237	164	187	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	722	98	148	700	112	211	389	237	164	187	97
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	722	0	148	700	0	211	389	237	164	187	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	722	0	148	700	0	211	389	237	164	187	97
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	722	0	148	700	0	211	389	237	164	187	97
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.00	0.10	0.16	0.00	0.15	0.13	0.16	0.11	0.06	0.07
Crit Volume:		241		148				195		164		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.341
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	19	873	33	6	890	41	58	12	93	88	3	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	873	33	6	890	41	58	12	93	88	3	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:	19	873	33	6	890	41	58	12	93	88	3	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	873	33	6	890	41	58	12	93	88	3	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:	19	873	33	6	890	41	58	12	93	88	3	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.89	0.11	1.00	2.87	0.13	0.83	0.17	1.00	0.97	0.03	1.00
Final Sat.:	1450	4192	158	1450	4158	192	1201	249	1450	1402	48	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.00	0.21	0.21	0.05	0.05	0.06	0.06	0.06	0.02
Crit Volume:	0				310				93		91	
Crit Moves:	****				****				****		****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	3	0	1	3	0	2	0	1
Volume Module:															
Base Vol:	171	454	584	90	248	28	198	1022	172	446	560	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	171	454	584	90	248	28	198	1022	172	446	560	236
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	171	454	0	90	248	0	198	1022	0	446	560	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	454	0	90	248	0	198	1022	0	446	560	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	171	454	0	90	248	0	198	1022	0	446	560	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	4350	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.00	0.03	0.06	0.00	0.07	0.23	0.00	0.10	0.19	0.00
Crit Volume:		227			45			341		149		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.379
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:															
Base Vol:	20	871	17	6	1136	10	46	2	54	32	3	10
Growth Adj:	1.00	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	871	17	6	1136	10	46	2	54	32	3	10
User Adj:	1.00	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:	20	871	17	6	1136	10	46	2	54	32	3	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	871	17	6	1136	10	46	2	54	32	3	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	20	871	17	6	1136	10	46	2	54	32	3	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.97	0.03	0.45	0.02	0.53	0.71	0.07	0.22
Final Sat.:	1450	4267	83	1450	4312	38	654	28	768	1031	97	322
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.20	0.00	0.26	0.26	0.07	0.07	0.07	0.03	0.03	0.03
Crit Volume:	20				382			102				45
Crit Moves:	****				****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ovl				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	3	0 1	1	0	2	1 0	1	0	2	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	36	1126		92	138	1413		26	60	58		71	167		25	36
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	36	1126		92	138	1413		26	60	58		71	167		25	36
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Volume:	36	1126		0	138	1413		26	60	58		71	167		25	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	36	1126		0	138	1413		26	60	58		71	167		25	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
FinalVolume:	36	1126		0	138	1413		26	60	58		71	167		25	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	1.00	2.95		0.05	1.00	2.00		1.00	2.00		1.00	1.00
Final Sat.:	1450	4350		1450	1450	4271		79	1450	2900		1450	2900		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.02	0.26		0.00	0.10	0.33		0.33	0.04	0.02		0.05	0.06		0.02	0.00
Crit Volume:		375			138							71	84			
Crit Moves:		****			****							****	****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ovl				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	1	1	0 1	2	1	1	0 1
Volume Module:																
Base Vol:	19	764		51	103	1417		38	24	7		11	37		5	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:	19	764		51	103	1417		38	24	7		11	37		5	81
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
PHF Volume:	19	764		0	103	1417		38	24	7		0	37		5	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	19	764		0	103	1417		38	24	7		0	37		5	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
FinalVolume:	19	764		0	103	1417		38	24	7		0	37		5	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	3.00	1.00		1.00	3.00		1.00	1.00
Final Sat.:	2900	4350		1450	2900	4350		1450	4350	1450		1450	4350		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.18		0.00	0.04	0.33		0.03	0.01	0.00		0.00	0.01		0.00	0.00
Crit Volume:	10					472			8				12			
Crit Moves:	****					****			****				****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	16	450	3	11	1448	31	44	0	29	3	0	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:	16	450	3	11	1448	31	44	0	29	3	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	450	3	11	1448	31	44	0	29	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	450	3	11	1448	31	44	0	29	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	450	3	11	1448	31	44	0	29	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2881	19	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.16	0.01	0.50	0.02	0.03	0.00	0.02	0.00	0.00	0.01
Crit Volume:	16			724			44			3		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	165	242	26	713	590	116	246	944	537	53	681	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	242	26	713	590	116	246	944	537	53	681	431
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	165	242	0	713	590	0	246	944	0	53	681	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	242	0	713	590	0	246	944	0	53	681	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	165	242	0	713	590	0	246	944	0	53	681	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.00	0.16	0.20	0.00	0.08	0.22	0.00	0.02	0.16	0.00
Crit Volume:	83			295			123			227		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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:	2	0 1	1 0	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	66	288	3	1	1219	222	143	8	318	0	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	288	3	1	1219	222	143	8	318	0	1	1
User Adj:	1.00	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:	66	288	3	1	1219	222	143	8	318	0	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	288	3	1	1219	222	143	8	318	0	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	66	288	3	1	1219	222	143	8	318	0	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.98	0.02	1.00	2.00	1.00	1.89	0.11	1.00	0.00	1.00	1.00
Final Sat.:	2900	2870	30	1450	2900	1450	2746	154	1450	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.00	0.42	0.15	0.05	0.05	0.22	0.00	0.00	0.00
Crit Volume:	0				610				318		1	
Crit Moves:	****				****				****		****	

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

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.365
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	32	230	2	23	597	83	191	16	36	25	11	17
Growth Adj:	1.00	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	230	2	23	597	83	191	16	36	25	11	17
User Adj:	1.00	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:	32	230	2	23	597	83	191	16	36	25	11	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	230	2	23	597	83	191	16	36	25	11	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	32	230	2	23	597	83	191	16	36	25	11	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.76	0.24	1.57	0.13	0.30	0.69	0.31	1.00
Final Sat.:	1450	2875	25	1450	2546	354	2279	191	430	1007	443	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.02	0.23	0.23	0.08	0.08	0.08	0.02	0.02	0.01
Crit Volume:	32				340			122			36	
Crit Moves:	****				****			****			****	

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

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.399
Loss Time (sec):	9	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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	259	193	653	763	0	0	0	0	158	0	202
Growth Adj:	1.00	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	259	193	653	763	0	0	0	0	158	0	202
User Adj:	1.00	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	259	193	653	763	0	0	0	0	158	0	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	259	193	653	763	0	0	0	0	158	0	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	259	193	653	763	0	0	0	0	158	0	202
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.13	0.22	0.25	0.00	0.00	0.00	0.00	0.05	0.00	0.13
Crit Volume:			193	327			0			79		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120	Critical Vol./Cap. (X):	0.287
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	24	270	3	11	699	13	23	3	9	25	2	7
Growth Adj:	1.00	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	270	3	11	699	13	23	3	9	25	2	7
User Adj:	1.00	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	270	3	11	699	13	23	3	9	25	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	270	3	11	699	13	23	3	9	25	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	270	3	11	699	13	23	3	9	25	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.98	0.02	1.00	1.96	0.04	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2967	33	1500	2945	55	1327	173	1500	1389	111	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.01	0.24	0.24	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:	24					356		26		25		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	7	55	10	192	16	35	45	277	4	2	264	129				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	7	55	10	192	16	35	45	277	4	2	264	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:	7	55	10	192	16	35	45	277	4	2	264	129				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	7	55	10	192	16	35	45	277	4	2	264	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:	7	55	10	192	16	35	45	277	4	2	264	129				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.11	0.89	1.00	0.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	169	1331	1500	1385	115	1500	1500	3000	1500	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.01	0.14	0.14	0.02	0.03	0.09	0.00	0.00	0.09	0.09				
Crit Volume:		62		192			45				132					
Crit Moves:	****			****			****				****					

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	69	0	87	0	0	0	0	734	150	105	205	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:	69	0	87	0	0	0	0	734	150	105	205	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	69	0	87	0	0	0	0	734	150	105	205	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	69	0	87	0	0	0	0	734	150	105	205	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:	69	0	87	0	0	0	0	734	150	105	205	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.66	0.34	1.00	2.00	0.00				
Final Sat.:	1500	0	1500	0	0	0	0	2491	509	1500	3000	0				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.06	0.00	0.00	0.00	0.00	0.29	0.29	0.07	0.07	0.00				
Crit Volume:	69			0					442	105						
Crit Moves:	****								****	****						

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	0	0	0	1	0	2	1	0	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	41	0	474	203	501	0	652		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:	0	0	0	41	0	474	203	501	0	652		42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	0	474	203	501	0	0	652	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	474	203	501	0	0	652	42
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	41	0	474	203	501	0	0	652	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	1500	1500	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.16	0.14	0.33	0.00	0.00	0.22	0.03
Crit Volume:		0		41			203				326	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	47	167	44	128	191	142	180	532	28	39	190	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	167	44	128	191	142	180	532	28	39	190	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	167	44	128	191	142	180	532	28	39	190	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	167	44	128	191	142	180	532	28	39	190	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	167	44	128	191	142	180	532	28	39	190	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.79	0.21	1.00	0.57	0.43	1.00	1.90	0.10	1.00	1.41	0.59
Final Sat.:	1450	1148	302	1450	832	618	1450	2755	145	1450	2048	852
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.15	0.09	0.23	0.23	0.12	0.19	0.19	0.03	0.09	0.09
Crit Volume:	47				333			280		39		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.336
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	11	92	91		111	49	28		45	419	12		74	332	55	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	92	91		111	49	28		45	419	12		74	332	55	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	92	91		111	49	28		45	419	12		74	332	55	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	92	91		111	49	28		45	419	12		74	332	55	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	92	91		111	49	28		45	419	12		74	332	55	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.06	0.06		0.08	0.03	0.02		0.03	0.14	0.01		0.05	0.11	0.04	
Crit Volume:		92			111					210			74			
Crit Moves:		****			****					****			****			

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.337
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	19	14	118		47	11	11		3	618	8		62	215	7	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	14	118		47	11	11		3	618	8		62	215	7	
User Adj:	1.00	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:	19	14	118		47	11	11		3	618	8		62	215	7	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	14	118		47	11	11		3	618	8		62	215	7	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	19	14	118		47	11	11		3	618	8		62	215	7	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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		0.81	0.19	1.00		1.00	1.97	0.03		1.00	1.94	0.06	
Final Sat.:	835	615	1450		1175	275	1450		1450	2863	37		1450	2809	91	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.08		0.04	0.04	0.01		0.00	0.22	0.22		0.04	0.08	0.08	
Crit Volume:			118			58					313		0			
Crit Moves:			****			****					****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.324
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	81	0	14	10	783	0	0	265	22
Growth Adj:	1.00	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	81	0	14	10	783	0	0	265	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	14	10	783	0	0	265	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	14	10	783	0	0	265	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	81	0	14	10	783	0	0	265	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.85	0.00	0.15	1.00	2.00	0.00	0.00	1.85	0.15
Final Sat.:	0	0	0	1279	0	221	1500	3000	0	0	2770	230
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.26	0.00	0.00	0.10	0.10
Crit Volume:	0					95		392		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.406
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	152	344	0	1	549	129	229	2	576	7	2	3
Growth Adj:	1.00	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	344	0	1	549	129	229	2	576	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	152	344	0	1	549	129	229	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	344	0	1	549	129	229	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	152	344	0	1	549	129	229	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	0.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	1437	13	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.19	0.09	0.16	0.16	0.00	0.00	0.00	0.00
Crit Volume:	76				275			231		7		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.254
Loss Time (sec): 12 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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	26	23	54	170	61	128	305	493	35	40	240	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	23	54	170	61	128	305	493	35	40	240	114
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	26	23	0	170	61	0	305	493	0	40	240	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	23	0	170	61	0	305	493	0	40	240	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	26	23	0	170	61	0	305	493	0	40	240	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.06	0.02	0.00	0.11	0.17	0.00	0.01	0.08	0.00
Crit Volume:		12			85			153			120	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Ovl			Ovl			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	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	161	307	124	93	514	64	73	321	415	67	165	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	307	124	93	514	64	73	321	415	67	165	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:	161	307	124	93	514	64	73	321	415	67	165	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	307	124	93	514	64	73	321	415	67	165	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	161	307	124	93	514	64	73	321	415	67	165	92
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.42	0.58	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2066	834	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.15	0.06	0.18	0.04	0.05	0.11	0.29	0.05	0.06	0.06
Crit Volume:		0			257				415	67		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.359
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	240	285	65	30	330	78	40	155	187	36	150	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	285	65	30	330	78	40	155	187	36	150	2
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	240	285	0	30	330	0	40	155	0	36	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	285	0	30	330	0	40	155	0	36	150	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	240	285	0	30	330	0	40	155	0	36	150	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.00	0.02	0.11	0.00	0.03	0.05	0.00	0.02	0.05	0.00
Crit Volume:	240				165			40			75	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.169
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	33	0	14	0	0	0	0	352	45	44	414	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:	33	0	14	0	0	0	0	352	45	44	414	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	14	0	0	0	0	352	45	44	414	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	14	0	0	0	0	352	45	44	414	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:	33	0	14	0	0	0	0	352	45	44	414	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.12	0.03	0.03	0.14	0.00
Crit Volume:	33				0			176			44	
Crit Moves:	****							****			****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	34	212	134	277	505	87	86	7	16	76	9	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	212	134	277	505	87	86	7	16	76	9	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	212	134	277	505	87	86	7	16	76	9	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	212	134	277	505	87	86	7	16	76	9	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	212	134	277	505	87	86	7	16	76	9	187
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.85	0.15	1.00	0.89	0.11	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2682	218	1450	1296	154	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.09	0.19	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			134	277			47				85	
Crit Moves:			****	****			****				****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.129
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	444	21	36	541	0	0	0	0	6	0	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:	0	444	21	36	541	0	0	0	0	6	0	9
User Adj:	1.00	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	444	21	36	541	0	0	0	0	6	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	444	21	36	541	0	0	0	0	6	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	444	21	36	541	0	0	0	0	6	0	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.01	0.02	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.01
Crit Volume:		148		36			0					9
Crit Moves:		****		****								****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.376
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	23	466	86	220	680	18	10	2	11	35	2	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	466	86	220	680	18	10	2	11	35	2	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	466	86	220	680	18	10	2	11	35	2	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	466	86	220	680	18	10	2	11	35	2	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	466	86	220	680	18	10	2	11	35	2	114
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.69	0.31	1.00	2.00	1.00	0.83	0.17	1.00	0.95	0.05	1.00
Final Sat.:	1450	2448	452	1450	2900	1450	1208	242	1450	1372	78	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.19	0.15	0.23	0.01	0.01	0.01	0.01	0.03	0.03	0.08
Crit Volume:			276	220				12			37	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.122
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	24	1	22	12	2	6	1	147	27	23	178	4
Growth Adj:	1.00	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	1	22	12	2	6	1	147	27	23	178	4
User Adj:	1.00	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	1	22	12	2	6	1	147	27	23	178	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1	22	12	2	6	1	147	27	23	178	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1	22	12	2	6	1	147	27	23	178	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.51	0.02	0.47	0.60	0.10	0.30	1.00	1.69	0.31	1.00	1.96	0.04
Final Sat.:	740	31	679	870	145	435	1450	2450	450	1450	2836	64
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.06	0.06
Crit Volume:		47			20			87		23		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #84 PFE & Hilltop

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	6	0	12	34	0	5	16	459	10	8	187	22
Growth Adj:	1.00	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	0	12	34	0	5	16	459	10	8	187	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	34	0	5	16	459	10	8	187	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	34	0	5	16	459	10	8	187	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	0	12	34	0	5	16	459	10	8	187	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.98	0.02	1.00	0.89	0.11
Final Sat.:	1450	0	1450	1450	0	1450	1450	1419	31	1450	1297	153
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.00	0.01	0.32	0.32	0.01	0.14	0.14
Crit Volume:			12	34					469	8		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #85 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.342
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	150	431	149	73	457	27	63	243	72	141	166	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	431	149	73	457	27	63	243	72	141	166	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	431	149	73	457	27	63	243	72	141	166	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	431	149	73	457	27	63	243	72	141	166	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:	150	431	149	73	457	27	63	243	72	141	166	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.10	0.05	0.16	0.02	0.02	0.08	0.05	0.05	0.06	0.01
Crit Volume:	75				229			122		71		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	145	621	871	0	599	24	26	191	1	919	100	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	621	871	0	599	24	26	191	1	919	100	27
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	145	621	0	0	599	0	26	191	0	919	100	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	621	0	0	599	0	26	191	0	919	100	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	145	621	0	0	599	0	26	191	0	919	100	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.00	0.00	0.14	0.00	0.01	0.07	0.00	0.32	0.03	0.00
Crit Volume:	73			200			96			460		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.547
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	107	22	52	122	6	26	19	1763	11	61	1346	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:	107	22	52	122	6	26	19	1763	11	61	1346	48
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	107	22	0	122	6	0	19	1763	0	61	1346	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	22	0	122	6	0	19	1763	0	61	1346	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	107	22	0	122	6	0	19	1763	0	61	1346	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.00	0.08	0.00	0.00	0.01	0.41	0.00	0.04	0.31	0.00
Crit Volume:		22			122			588			61	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.222
Loss Time (sec):	12	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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	337	98	90	488	9	14	19	46	55	12	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	337	98	90	488	9	14	19	46	55	12	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	337	98	90	488	9	14	19	46	55	12	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	337	98	90	488	9	14	19	46	55	12	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	337	98	90	488	9	14	19	46	55	12	37
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.29	0.71	1.00	0.24	0.76
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	424	1026	1450	355	1095
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.07	0.06	0.11	0.01	0.01	0.04	0.04	0.04	0.03	0.03
Crit Volume:		112		90				65		55		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.204
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	0	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	4	102	127	12	116	2	1	1	3	59	3	15
Growth Adj:	1.00	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	102	127	12	116	2	1	1	3	59	3	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	102	127	12	116	2	1	1	3	59	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	102	127	12	116	2	1	1	3	59	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	102	127	12	116	2	1	1	3	59	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.04	0.96	1.00	0.09	0.89	0.02	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	55	1395	1450	134	1294	22	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.09	0.09	0.09	0.09	0.00	0.00	0.00	0.04	0.00	0.01
Crit Volume:		106			130			0		59		
Crit Moves:		****			****			****		****		

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Existing Plus Project AM Peak Hour

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

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	0	0	2	1
Volume Module:																
Base Vol:	0	0	0	91	0	77	38	1142	0	0	955	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:	0	0	0	91	0	77	38	1142	0	0	955	39				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	91	0	77	38	1142	0	0	955	39				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	91	0	77	38	1142	0	0	955	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:	0	0	0	91	0	77	38	1142	0	0	955	39				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.03	0.38	0.00	0.00	0.32	0.03				
Crit Volume:			0			91		571			0					
Crit Moves:				****				****			****					

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

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap. (X): 0.077
Loss Time (sec): 12 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:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	0	1	0	1	0	1	1	0	1	0	2
Volume Module:																
Base Vol:	2	6	2	17	5	4	3	87	3	35	36	50				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	6	2	17	5	4	3	87	3	35	36	50				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	6	2	17	5	4	3	87	3	35	36	50				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	6	2	17	5	4	3	87	3	35	36	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:	2	6	2	17	5	4	3	87	3	35	36	50				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.20	0.60	0.20	0.77	0.23	1.00	1.00	1.93	0.07	1.00	2.00	1.00				
Final Sat.:	290	870	290	1120	330	1450	1450	2803	97	1450	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.00	0.00	0.03	0.03	0.02	0.01	0.03				
Crit Volume:			10			22			45		35					
Crit Moves:		****			****			****		****						

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.394
Loss Time (sec): 0 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	0	0	0	0	0	1!	0	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	27	0	8	10	1129	0	0	987	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:	0	0	0	27	0	8	10	1129	0	0	987	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	27	0	8	10	1129	0	0	987	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	27	0	8	10	1129	0	0	987	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	27	0	8	10	1129	0	0	987	8
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.77	0.00	0.23	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	1157	0	343	1500	3000	0	0	2976	24
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.38	0.00	0.00	0.33	0.33
Crit Volume:				0	27			564		0		
Crit Moves:					****			****		****		

City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	3	0
Volume Module:												
Base Vol:	460	172	259	139	260	55	32	995	732	472	735	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	172	259	139	260	55	32	995	732	472	735	59
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	460	172	0	139	260	0	32	995	0	472	735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	172	0	139	260	0	32	995	0	472	735	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	460	172	0	139	260	0	32	995	0	472	735	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.00	0.05	0.06	0.00	0.01	0.23	0.00	0.11	0.17	0.00
Crit Volume:	153				87			332		157		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.403
Loss Time (sec):	9	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	76	0	19	2	1056	0	0	983	22
Growth Adj:	1.00	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	76	0	19	2	1056	0	0	983	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	19	2	1056	0	0	983	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	19	2	1056	0	0	983	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	76	0	19	2	1056	0	0	983	22
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.00	0.35	0.00	0.00	0.33	0.01
Crit Volume:		0		76				528		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.390
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	108	1154	34	95	1339	73	120	5	50	15	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1154	34	95	1339	73	120	5	50	15	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1154	34	95	1339	73	120	5	50	15	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1154	34	95	1339	73	120	5	50	15	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1154	34	95	1339	73	120	5	50	15	1	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.02	0.03	0.31	0.05	0.04	0.00	0.03	0.01	0.00	0.00
Crit Volume:	54				446		60					5
Crit Moves:	****				****		****					****

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

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	1	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	137	362	247	81	305	128	191	1263	97	183	980	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	362	247	81	305	128	191	1263	97	183	980	77
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	137	362	0	81	305	128	191	1263	97	183	980	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	362	0	81	305	128	191	1263	97	183	980	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	137	362	0	81	305	128	191	1263	97	183	980	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	1450	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.03	0.21	0.09	0.07	0.29	0.07	0.06	0.23	0.00
Crit Volume:	69			305			421		92			
Crit Moves:	****			****			****		****			

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.375
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	60	0	106	0	0	0	0	1315	12	60	758	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:	60	0	106	0	0	0	0	1315	12	60	758	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	106	0	0	0	0	1315	12	60	758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	106	0	0	0	0	1315	12	60	758	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:	60	0	106	0	0	0	0	1315	12	60	758	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4459	41	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.07	0.00	0.00	0.00	0.00	0.29	0.29	0.04	0.17	0.00
Crit Volume:	60			0					442	60		
Crit Moves:	****								****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	139	296	6	191	416	166	65	1080	207	44	720	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	296	6	191	416	166	65	1080	207	44	720	175
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	139	296	0	191	416	0	65	1080	0	44	720	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	296	0	191	416	0	65	1080	0	44	720	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	139	296	0	191	416	0	65	1080	0	44	720	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.00	0.07	0.14	0.00	0.02	0.37	0.00	0.02	0.25	0.00
Crit Volume:	70			208			540			22		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	2	1062	20	63	415	5	13	2	5	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1062	20	63	415	5	13	2	5	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1062	20	63	415	5	13	2	5	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1062	20	63	415	5	13	2	5	6	0	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:	2	1062	20	63	415	5	13	2	5	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.96	0.04	1.00	1.98	0.02	0.87	0.13	1.00	1.00	0.00	1.00
Final Sat.:	1450	2846	54	1450	2865	35	1257	193	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.37	0.04	0.14	0.14	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:		541		63				15		6		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.406
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	0	0	1	1	0	1	0	2	0	0	0	1	0	1	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	968	21	24	410	0	0	0	0	69	17	115
Growth Adj:	1.00	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	968	21	24	410	0	0	0	0	69	17	115
User Adj:	1.00	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	968	21	24	410	0	0	0	0	69	17	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	968	21	24	410	0	0	0	0	69	17	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	968	21	24	410	0	0	0	0	69	17	115
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	0	2936	64	1500	3000	0	0	0	0	1030	470	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.02	0.14	0.00	0.00	0.00	0.00	0.07	0.04	0.08
Crit Volume:		495		0			0					115
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.475
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	19	972	70	71	381	1	6	26	41	47	18	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	972	70	71	381	1	6	26	41	47	18	19
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:	19	972	70	71	381	1	6	26	41	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	972	70	71	381	1	6	26	41	47	18	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	972	70	71	381	1	6	26	41	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.99	0.01	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2705	195	1450	2892	8	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.05	0.13	0.13	0.02	0.02	0.03	0.04	0.04	0.00
Crit Volume:		521		71				32			65	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.106
Loss Time (sec): 0 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	0	1	0	1	1	2	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	1	0	3	21	218	0	0	269	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	3	21	218	0	0	269	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	3	21	218	0	0	269	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	3	21	218	0	0	269	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:	0	0	0	1	0	3	21	218	0	0	269	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.00	0.00	0.09	0.01
Crit Volume:	0					3	21				135	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	48	0	121	0	0	0	0	1599	83	74	801	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:	48	0	121	0	0	0	0	1599	83	74	801	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	121	0	0	0	0	1599	83	74	801	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	121	0	0	0	0	1599	83	74	801	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:	48	0	121	0	0	0	0	1599	83	74	801	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.36	0.06	0.05	0.18	0.00
Crit Volume:			121	0				533		74		
Crit Moves:			****					****		****		

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

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	4	9	4	63	2	61	67	1515	23	52	921	205
Growth Adj:	1.00	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	9	4	63	2	61	67	1515	23	52	921	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	9	4	63	2	61	67	1515	23	52	921	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	9	4	63	2	61	67	1515	23	52	921	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	9	4	63	2	61	67	1515	23	52	921	205
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2811	89	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.02	0.04	0.05	0.35	0.02	0.04	0.21	0.14
Crit Volume:		9		33				505		52		
Crit Moves:		****		****				****		****		

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Existing Plus Project AM Peak Hour

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

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	7	8	23	163	4	73	30	1682	8	5	776	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	8	23	163	4	73	30	1682	8	5	776	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	8	23	163	4	73	30	1682	8	5	776	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	8	23	163	4	73	30	1682	8	5	776	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	8	23	163	4	73	30	1682	8	5	776	123
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.53	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	700	800	1500	2928	72	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.06	0.05	0.02	0.37	0.01	0.00	0.17	0.08
Crit Volume:			23	84				561		5		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	3	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	137	184	78	9	55	81	236	1585	248	161	1164	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:	137	184	78	9	55	81	236	1585	248	161	1164	39
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	137	184	0	9	55	81	236	1585	0	161	1164	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	184	0	9	55	81	236	1585	0	161	1164	39
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	137	184	0	9	55	81	236	1585	0	161	1164	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.01	0.02	0.06	0.08	0.36	0.00	0.06	0.27	0.03
Crit Volume:		92		9				528		81		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1 0	0 1	1	1 0	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	65	7	201	5	11	2	13	1705	67	153	794	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	7	201	5	11	2	13	1705	67	153	794	22
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	65	7	0	5	11	0	13	1705	0	153	794	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	7	0	5	11	0	13	1705	0	153	794	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	65	7	0	5	11	0	13	1705	0	153	794	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.81	0.19	1.00	1.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2618	282	1450	1450	1450	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.00	0.01	0.00	0.00	0.39	0.00	0.05	0.18	0.00
Crit Volume:		36		11				568		77		
Crit Moves:		****		****				****		****		

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

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0	64	0	404	285	1399	2	0	1012	66				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	0	0	64	0	404	285	1399	2	0	1012	66				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	0	0	64	0	404	285	1399	2	0	1012	66				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	0	0	64	0	404	285	1399	2	0	1012	66				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	64	0	404	285	1399	2	0	1012	66				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00				
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4344	6	1450	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.14	0.10	0.32	0.32	0.00	0.23	0.05				
Crit Volume:	2					202	0				337					
Crit Moves:	****					****	****				****					

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

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	253	106	148	384	149	45	128	1421	123	300	866	131				
Growth Adj:	1.00	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	106	148	384	149	45	128	1421	123	300	866	131				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	253	106	148	384	149	45	128	1421	123	300	866	131				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	253	106	148	384	149	45	128	1421	123	300	866	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:	253	106	148	384	149	45	128	1421	123	300	866	131				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.09	0.04	0.10	0.13	0.05	0.03	0.04	0.33	0.08	0.10	0.20	0.09				
Crit Volume:		53		192				474		150						
Crit Moves:		****		****				****		****						

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Existing Plus Project AM Peak Hour

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

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.434
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	41	1	53	16	1	24	70	1703	6	11	810	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:	41	1	53	16	1	24	70	1703	6	11	810	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	41	1	0	16	1	0	70	1703	0	11	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1	0	16	1	0	70	1703	0	11	810	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	41	1	0	16	1	0	70	1703	0	11	810	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1415	35	1450	2729	171	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.01	0.01	0.00	0.05	0.39	0.00	0.01	0.19	0.00
Crit Volume:		42			9			568			11	
Crit Moves:	****			****				****		****		

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

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	833	54	123	1345	0	0	0	0	171	0	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	833	54	123	1345	0	0	0	0	171	0	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	833	54	123	1345	0	0	0	0	171	0	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	833	54	123	1345	0	0	0	0	171	0	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	833	54	123	1345	0	0	0	0	171	0	262
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.04	0.08	0.30	0.00	0.00	0.00	0.00	0.11	0.00	0.17
Crit Volume:	0				448				0		171	
Crit Moves:	****				****						****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	397	433	49		70	331	4		10	82	238		62	201	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	397	433	49		70	331	4		10	82	238		62	201	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	397	433	49		70	331	4		10	82	238		62	201	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	397	433	49		70	331	4		10	82	238		62	201	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	397	433	49		70	331	4		10	82	238		62	201	76	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2900	2900	1450		1450	2900	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.15	0.03		0.05	0.11	0.00		0.01	0.03	0.16		0.04	0.07	0.05	
Crit Volume:	199					166				10				101		
Crit Moves:	****					****				****				****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	172	837	2		23	1344	67		28	11	124		10	19	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:	172	837	2		23	1344	67		28	11	124		10	19	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	172	837	2		23	1344	67		28	11	124		10	19	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	172	837	2		23	1344	67		28	11	124		10	19	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	172	837	2		23	1344	67		28	11	124		10	19	48	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	0.28	0.72	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	411	1039	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.19	0.00		0.02	0.31	0.05		0.02	0.01	0.09		0.01	0.05	0.05	
Crit Volume:	172					448				28					67	
Crit Moves:	****					****				****					****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.346
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	97	0	36		0	0	0		0	704	23		31	845	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:	97	0	36		0	0	0		0	704	23		31	845	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	97	0	36		0	0	0		0	704	23		31	845	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	97	0	36		0	0	0		0	704	23		31	845	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:	97	0	36		0	0	0		0	704	23		31	845	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.02		0.00	0.00	0.00		0.00	0.23	0.02		0.02	0.28	0.00	
Crit Volume:	97						0			0				422		
Crit Moves:	****								****					****		

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

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore				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	3	0 1	1	0	2	1 0	1	0	0	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	93	909	87		83	974	268		143	73	155		1	4	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	93	909	87		83	974	268		143	73	155		1	4	4	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	93	909	0		83	974	268		143	73	155		1	4	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	93	909	0		83	974	268		143	73	155		1	4	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	93	909	0		83	974	268		143	73	155		1	4	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	2.35	0.65		1.00	0.32	0.68		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		1450	3411	939		1450	464	986		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.00		0.06	0.29	0.29		0.10	0.16	0.16		0.00	0.00	0.00	
Crit Volume:	93						414				228		1			
Crit Moves:	****						****				****		****			

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.382
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			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 3	0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	72	778	0	0	1349	171	103	0	51	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:	72	778	0	0	1349	171	103	0	51	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	72	778	0	0	1349	171	103	0	51	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	72	778	0	0	1349	171	103	0	51	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:	72	778	0	0	1349	171	103	0	51	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.00	0.00	0.30	0.11	0.03	0.00	0.03	0.00	0.00	0.00
Crit Volume:	72				450		52				0	
Crit Moves:	****				****		****					

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.675
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	Ignore			Ignore			Ignore			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	445	795	11	51	593	128	90	109	451	51	295	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	795	11	51	593	128	90	109	451	51	295	27
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	445	795	0	51	593	0	90	109	0	51	295	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	795	0	51	593	0	90	109	0	51	295	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	445	795	0	51	593	0	90	109	0	51	295	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.31	0.27	0.00	0.04	0.20	0.00	0.06	0.04	0.00	0.04	0.10	0.00
Crit Volume:	445				297		90				148	
Crit Moves:	****				****		****				****	

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Existing Plus Project AM Peak Hour

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

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.249
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1! 0	0
Volume Module:												
Base Vol:	73	201	5	1	212	18	21	3	122	51	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	201	5	1	212	18	21	3	122	51	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	201	5	1	212	18	21	3	122	51	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	201	5	1	212	18	21	3	122	51	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	201	5	1	212	18	21	3	122	51	4	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.88	0.12	1.00	0.85	0.07	0.08
Final Sat.:	1450	2900	1450	1450	2900	1450	1269	181	1450	1233	97	121
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.00	0.00	0.07	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:	73				106				122			60
Crit Moves:	****				****				****			****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 12 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	1
Volume Module:												
Base Vol:	12	479	7	20	419	8	45	3	33	25	3	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	479	7	20	419	8	45	3	33	25	3	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	479	7	20	419	8	45	3	33	25	3	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	479	7	20	419	8	45	3	33	25	3	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	479	7	20	419	8	45	3	33	25	3	88
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.94	0.06	1.00	0.89	0.11	1.00
Final Sat.:	1450	2858	42	1450	2846	54	1359	91	1450	1295	155	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.15	0.15	0.03	0.03	0.02	0.02	0.02	0.06
Crit Volume:		243			0			48				88
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.149
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	2 0	1	2	0	2 0	1	2	0	2 0	1
Volume Module:												
Base Vol:	16	203	34	137	212	8	6	28	4	65	9	133
Growth Adj:	1.00	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	203	34	137	212	8	6	28	4	65	9	133
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	203	0	137	212	0	6	28	0	65	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	203	0	137	212	0	6	28	0	65	9	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	203	0	137	212	0	6	28	0	65	9	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.00	0.05	0.07	0.00	0.00	0.01	0.00	0.02	0.00	0.00
Crit Volume:		102		69				14		33		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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! 0	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	79	12	6	19	6	59	42	386	24	6	716	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	12	6	19	6	59	42	386	24	6	716	10
User Adj:	1.00	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:	79	12	6	19	6	59	42	386	24	6	716	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	12	6	19	6	59	42	386	24	6	716	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	79	12	6	19	6	59	42	386	24	6	716	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.12	0.06	0.76	0.24	1.00	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	1181	179	90	1102	348	1450	1450	2730	170	1450	2860	40
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.02	0.02	0.04	0.03	0.14	0.14	0.00	0.25	0.25
Crit Volume:		97			25		42					363
Crit Moves:		****			****		****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 9 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			Permitted			Permitted		
Rights:	Ovl			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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	421	303	258	171	0	0	0	0	266	0	378
Growth Adj:	1.00	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	421	303	258	171	0	0	0	0	266	0	378
User Adj:	1.00	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	421	303	258	171	0	0	0	0	266	0	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	421	303	258	171	0	0	0	0	266	0	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	421	303	258	171	0	0	0	0	266	0	378
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.20	0.17	0.11	0.00	0.00	0.00	0.00	0.18	0.00	0.25
Crit Volume:		421		258				0		266		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.264
Loss Time (sec): 0 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	7	0	24	52	0	175	64	172	11	18	227	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	24	52	0	175	64	172	11	18	227	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	24	52	0	175	64	172	11	18	227	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	24	52	0	175	64	172	11	18	227	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	24	52	0	175	64	172	11	18	227	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	327	0	1123	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.06	0.01	0.01	0.08	0.02
Crit Volume:			31			175	64				114	
Crit Moves:			****			****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	40	1203	15	4	1049	37	35	16	25	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1203	15	4	1049	37	35	16	25	3	1	1
User Adj:	1.00	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:	40	1203	15	4	1049	37	35	16	25	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1203	15	4	1049	37	35	16	25	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	1203	15	4	1049	37	35	16	25	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.69	0.31	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1029	471	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.01	0.00	0.35	0.02	0.03	0.03	0.02	0.00	0.00	0.00
Crit Volume:		602		4			51			3		
Crit Moves:		****		****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	0 1	0 1	0	0 1	0	0 1
Volume Module:												
Base Vol:	114	1114	2	1	945	79	103	1	143	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1114	2	1	945	79	103	1	143	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1114	2	1	945	79	103	1	143	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1114	2	1	945	79	103	1	143	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1114	2	1	945	79	103	1	143	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.83	0.17	1.00	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1251	249	1500	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.37	0.00	0.00	0.32	0.05	0.08	0.00	0.10	0.00	0.00	0.00
Crit Volume:	114				472		103				2	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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:	Ignore			Ignore			Ignore			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	86	847	23	213	601	48	59	192	9	25	211	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	847	23	213	601	48	59	192	9	25	211	94
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	86	847	0	213	601	0	59	192	0	25	211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	847	0	213	601	0	59	192	0	25	211	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	86	847	0	213	601	0	59	192	0	25	211	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.00	0.15	0.21	0.00	0.04	0.13	0.00	0.02	0.07	0.00
Crit Volume:		424		213				192		25		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1 0	1	0	3 0 1	1	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	83	905	70	48	782	31	98	7	123	25	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	905	70	48	782	31	98	7	123	25	3	15
User Adj:	1.00	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:	83	905	70	48	782	31	98	7	123	25	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	905	70	48	782	31	98	7	123	25	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	83	905	70	48	782	31	98	7	123	25	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.78	0.22	1.00	3.00	1.00	1.87	0.13	1.00	0.89	0.11	1.00
Final Sat.:	1450	4038	312	1450	4350	1450	2707	193	1450	1295	155	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.03	0.18	0.02	0.04	0.04	0.08	0.02	0.02	0.01
Crit Volume:			325	48					123		28	
Crit Moves:			****	****					****		****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	128	983	23	16	893	150	194	51	115	74	114	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:	128	983	23	16	893	150	194	51	115	74	114	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	983	23	16	893	150	194	51	115	74	114	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	983	23	16	893	150	194	51	115	74	114	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	983	23	16	893	150	194	51	115	74	114	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.34	0.02	0.01	0.31	0.10	0.13	0.04	0.08	0.05	0.08	0.02
Crit Volume:	128			447			194			114		
Crit Moves:	****			****			****			****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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 2.0	0 1	1	0 2.0	0 1	1	1 0.0	0 1	0	1 0.0	0 1
Volume Module:												
Base Vol:	284	977	59	21	976	74	187	8	223	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	977	59	21	976	74	187	8	223	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	284	977	59	21	976	74	187	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	977	59	21	976	74	187	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	284	977	59	21	976	74	187	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2877	123	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.04	0.01	0.33	0.05	0.06	0.07	0.00	0.01	0.01	0.00
Crit Volume:	284			488			98			7		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	2	0 0	1 0
Volume Module:												
Base Vol:	106	519	80	43	1146	29	42	89	74	179	86	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	519	80	43	1146	29	42	89	74	179	86	10
User Adj:	1.00	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:	106	519	80	43	1146	29	42	89	74	179	86	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	519	80	43	1146	29	42	89	74	179	86	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	106	519	80	43	1146	29	42	89	74	179	86	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.90	0.10
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	2900	1299	151
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.01	0.26	0.02	0.03	0.03	0.05	0.06	0.07	0.07
Crit Volume:	53			382			45			96		
Crit Moves:	****			****			****			****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	128	652	354	101	1266	27	11	63	124	328	58	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	652	354	101	1266	27	11	63	124	328	58	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:	128	652	354	101	1266	27	11	63	124	328	58	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	652	354	101	1266	27	11	63	124	328	58	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	652	354	101	1266	27	11	63	124	328	58	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.63	0.37
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2900	914	536
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.24	0.03	0.29	0.02	0.01	0.04	0.09	0.11	0.06	0.06
Crit Volume:	64			422			63			164		
Crit Moves:	****			****			****			****		

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

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	9	528	16	9	1032	36	110	16	70	63	27	4
Growth Adj:	1.00	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	528	16	9	1032	36	110	16	70	63	27	4
User Adj:	1.00	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:	9	528	16	9	1032	36	110	16	70	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	528	16	9	1032	36	110	16	70	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	528	16	9	1032	36	110	16	70	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.19	0.81	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	270	1180	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.01	0.01	0.24	0.02	0.08	0.06	0.06	0.02	0.02	0.02
Crit Volume:	9			344			110			32		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	21	1209	85	132	1047	31	27	24	33	46	7	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1209	85	132	1047	31	27	24	33	46	7	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1209	85	132	1047	31	27	24	33	46	7	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1209	85	132	1047	31	27	24	33	46	7	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	21	1209	85	132	1047	31	27	24	33	46	7	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.94	0.06	1.00	0.42	0.58	1.00	0.08	0.92
Final Sat.:	1500	2803	197	1500	2914	86	1500	632	868	1500	127	1373
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.09	0.36	0.36	0.02	0.04	0.04	0.03	0.06	0.06
Crit Volume:	647			132			27			83		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1 1	0	1	0 1 1	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	13	1254	13	3	1107	3	10	8	17	47	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1254	13	3	1107	3	10	8	17	47	2	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1254	13	3	1107	3	10	8	17	47	2	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1254	13	3	1107	3	10	8	17	47	2	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1254	13	3	1107	3	10	8	17	47	2	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.99	0.01	0.57	0.46	0.97	1.00	0.44	0.56
Final Sat.:	1450	2870	30	1450	2892	8	829	663	1409	1450	640	810
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.00	0.38	0.38	0.01	0.01	0.01	0.03	0.00	0.02
Crit Volume:		634			3			18			47	
Crit Moves:		****			****			****			****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1 1	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	9	1254	19	25	1080	47	44	29	2	29	14	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1254	19	25	1080	47	44	29	2	29	14	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1254	19	25	1080	47	44	29	2	29	14	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1254	19	25	1080	47	44	29	2	29	14	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1254	19	25	1080	47	44	29	2	29	14	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.97	0.03	1.00	1.92	0.08	0.58	0.39	0.03	0.33	0.16	0.51
Final Sat.:	1500	2955	45	1500	2875	125	880	580	40	494	239	767
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.02	0.38	0.38	0.05	0.05	0.05	0.06	0.06	0.06
Crit Volume:		637			25			44			88	
Crit Moves:		****			****			****			****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 9 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:	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	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	1282	37	90	1181	0	0	0	0	43	0	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:	0	1282	37	90	1181	0	0	0	0	43	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1282	37	90	1181	0	0	0	0	43	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1282	37	90	1181	0	0	0	0	43	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1282	37	90	1181	0	0	0	0	43	0	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2916	84	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.06	0.39	0.00	0.00	0.00	0.00	0.03	0.00	0.02
Crit Volume:			660		90			0			43	
Crit Moves:			****		****					****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.315
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	663	23	117	555	0	0	0	0	12	0	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:	0	663	23	117	555	0	0	0	0	12	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	663	23	117	555	0	0	0	0	12	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	663	23	117	555	0	0	0	0	12	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	663	23	117	555	0	0	0	0	12	0	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.93	0.07	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2899	101	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.08	0.19	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Volume:			343		117			0			12	
Crit Moves:			****		****					****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #138 Washington & Diamond Oaks

Cycle (sec):	120	Critical Vol./Cap. (X):	0.499
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	485	44	131	503	3	6	4	9	88	1	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	485	44	131	503	3	6	4	9	88	1	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	485	44	131	503	3	6	4	9	88	1	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	485	44	131	503	3	6	4	9	88	1	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	485	44	131	503	3	6	4	9	88	1	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.32	0.21	0.47	0.99	0.01	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	458	305	687	1434	16	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.09	0.35	0.00	0.01	0.01	0.01	0.06	0.06	0.08
Crit Volume:		485		131				19			89	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #139 Washington & Sawtell/Derek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.261
Loss Time (sec):	12	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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	476	51	34	550	23	60	2	27	12	0	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	476	51	34	550	23	60	2	27	12	0	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	476	51	34	550	23	60	2	27	12	0	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	476	51	34	550	23	60	2	27	12	0	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	476	51	34	550	23	60	2	27	12	0	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	1.92	0.08	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2619	281	1450	2784	116	1403	47	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.02	0.20	0.20	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:	18				287			62		12		
Crit Moves:	****				****			****		****		

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

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.423
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	213	319	77	249	0	0	0	0	238	2	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:	0	213	319	77	249	0	0	0	0	238	2	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	213	319	77	249	0	0	0	0	238	2	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	213	319	77	249	0	0	0	0	238	2	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	1.00	1.00	1.00
FinalVolume:	0	213	319	77	249	0	0	0	0	238	2	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.55	0.45
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	823	677
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.21	0.05	0.08	0.00	0.00	0.00	0.00	0.16	0.00	0.10
Crit Volume:			319	77				0		238		
Crit Moves:			****	****						****		

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

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 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			Ovl			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 0 1	1	0	0 0 1	1	0	0 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	44	0	86	288	0	28	22	656	96	104	734	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	86	288	0	28	22	656	96	104	734	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	86	288	0	28	22	656	96	104	734	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	86	288	0	28	22	656	96	104	734	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:	44	0	86	288	0	28	22	656	96	104	734	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.87	0.13	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	1265	185	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.20	0.00	0.02	0.02	0.52	0.52	0.07	0.25	0.09
Crit Volume:			86	288					752	104		
Crit Moves:			****	****					****	****		

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

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec): 120 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	181	328	9	1	493	15	68	18	213	23	37	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:	181	328	9	1	493	15	68	18	213	23	37	8
User Adj:	1.00	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:	181	328	9	1	493	15	68	18	213	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	328	9	1	493	15	68	18	213	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	328	9	1	493	15	68	18	213	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.97	0.03	1.00	0.97	0.03	0.79	0.21	1.00	0.38	0.62	1.00
Final Sat.:	1450	1411	39	1450	1407	43	1147	303	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.23	0.00	0.35	0.35	0.06	0.06	0.15	0.04	0.04	0.01
Crit Volume:	181					508		86			60	
Crit Moves:	****					****		****			****	

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

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.441
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0 1	1	0	1 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	57	278	5	14	284	236	250	9	79	28	11	23
Growth Adj:	1.00	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	278	5	14	284	236	250	9	79	28	11	23
User Adj:	1.00	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:	57	278	5	14	284	236	250	9	79	28	11	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	278	5	14	284	236	250	9	79	28	11	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	57	278	5	14	284	236	250	9	79	28	11	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1400	50	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.00	0.01	0.20	0.16	0.18	0.18	0.05	0.03	0.03	0.02
Crit Volume:	57				284			259			39	
Crit Moves:	****				****			****			****	

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

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.440
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	78	197	34	262	159	189	80	34	37	146	83	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:	78	197	34	262	159	189	80	34	37	146	83	69
User Adj:	1.00	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:	78	197	34	262	159	189	80	34	37	146	83	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	197	34	262	159	189	80	34	37	146	83	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	197	34	262	159	189	80	34	37	146	83	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.71	0.29	1.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00	1.00
Final Sat.:	1450	2473	427	1450	1450	1450	1018	432	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.08	0.18	0.11	0.13	0.08	0.08	0.03	0.10	0.06	0.05
Crit Volume:		116		262				114		146		
Crit Moves:		****		****				****		****		

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

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.297
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	142	211	56	66	72	80	85	0	135	73	0	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	211	56	66	72	80	85	0	135	73	0	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:	142	211	56	66	72	80	85	0	135	73	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	211	56	66	72	80	85	0	135	73	0	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	1.00	1.00	1.00
FinalVolume:	142	211	56	66	72	80	85	0	135	73	0	103
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.58	0.42	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2292	608	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.09	0.09	0.05	0.02	0.06	0.06	0.00	0.09	0.05	0.00	0.07
Crit Volume:	142					80			135	73		
Crit Moves:	****					****			****	****		

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

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	148	0	252	0	0	0	0	430	244	50	983	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:	148	0	252	0	0	0	0	430	244	50	983	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	148	0	0	0	0	0	0	430	0	50	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	0	0	0	0	0	430	0	50	983	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	148	0	0	0	0	0	0	430	0	50	983	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.33	0.00
Crit Volume:	148					0			0			492
Crit Moves:	****						****				****	

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.361
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Permitted		
Rights:	Ovl			Ignore			Ovl			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	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	117	0	193	28	158	277	0	1383	180	123	542	660
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	0	193	28	158	277	0	1383	180	123	542	660
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	117	0	193	28	158	0	0	1383	180	123	542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	0	193	28	158	0	0	1383	180	123	542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	117	0	193	28	158	0	0	1383	180	123	542	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	1500	0	3000	1500	3000	1500	0	6000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.06	0.02	0.05	0.00	0.00	0.23	0.12	0.04	0.18	0.00
Crit Volume:	117					79			346			271
Crit Moves:	****						****					

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

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 6 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			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	598	0	180	0	1024	294	0	766	562
Growth Adj:	1.00	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	598	0	180	0	1024	294	0	766	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	598	0	180	0	1024	0	0	766	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	598	0	180	0	1024	0	0	766	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	598	0	180	0	1024	0	0	766	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.11	0.00	0.32	0.00	0.00	0.24	0.00
Crit Volume:			0			299			512			0
Crit Moves:				****				****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 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:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	655	151	423	235	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	0	0	0	655	151	423	235	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	655	151	423	235	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	655	151	423	235	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	655	151	423	235	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.10	0.14	0.08	0.00
Crit Volume:			0			0			218		211	
Crit Moves:								****			****	

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

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	417	0	272	0	0	0	0	574	115	0	866	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:	417	0	272	0	0	0	0	574	115	0	866	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	417	0	272	0	0	0	0	574	0	0	866	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	0	272	0	0	0	0	574	0	0	866	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	417	0	272	0	0	0	0	574	0	0	866	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	1.91	0.09
Final Sat.:	3000	0	1500	0	0	0	0	3000	0	1500	2871	129
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.18	0.00	0.00	0.00	0.00	0.19	0.00	0.00	0.30	0.30
Crit Volume:			272	0			0				453	
Crit Moves:			****				****				****	

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

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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	2	0
Volume Module:												
Base Vol:	0	0	0	2	0	204	0	693	519	0	1378	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	2	0	204	0	693	519	0	1378	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	2	0	0	0	693	0	0	1378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	0	0	693	0	0	1378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	2	0	0	0	693	0	0	1378	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.46	0.00
Crit Volume:				0			2				689	
Crit Moves:				****			****				****	

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

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				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:	0	0	2	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1276	143		0	608	0		0	0	0		316	0	198	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	1276	143		0	608	0		0	0	0		316	0	198	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1276	0		0	608	0		0	0	0		316	0	198	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1276	0		0	608	0		0	0	0		316	0	198	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1276	0		0	608	0		0	0	0		316	0	198	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	2.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3000	1500		0	3000	1500		0	0	0		3000	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.00		0.00	0.20	0.00		0.00	0.00	0.00		0.11	0.00	0.13	
Crit Volume:		638			0				0						198	
Crit Moves:		****			****										****	

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

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Ignore				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	2	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	374	479	0		0	1537	161		0	0	205		0	0	456	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	374	479	0		0	1537	161		0	0	205		0	0	456	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	374	479	0		0	1537	161		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	374	479	0		0	1537	161		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	374	479	0		0	1537	161		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.72	0.28		0.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	1500	3000	0		0	4073	427		0	0	1500		0	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.16	0.00		0.00	0.38	0.38		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Volume:	374				566				0						0	
Crit Moves:	****				****											

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

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 2	0	0 0
Volume Module:												
Base Vol:	0	722	133	685	1054	0	0	0	541	0	0	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:	0	722	133	685	1054	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	722	0	685	1054	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	722	0	685	1054	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	722	0	685	1054	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.23	0.23	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		241		343			0				0	
Crit Moves:		****		****								

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

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec): 120 Critical Vol./Cap. (X): 0.969
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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 1	0 1	2	0	0 0 1	1	0 2	0 1	0	0 3	0 1
Volume Module:												
Base Vol:	103	455	631	248	0	391	163	1444	226	0	804	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:	103	455	631	248	0	391	163	1444	226	0	804	56
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	103	455	0	248	0	391	163	1444	0	0	804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	455	0	248	0	391	163	1444	0	0	804	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	103	455	0	248	0	391	163	1444	0	0	804	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	1450	1450	2900	1450	0	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.00	0.09	0.00	0.27	0.11	0.50	0.00	0.00	0.18	0.00
Crit Volume:		455				391		722		0		
Crit Moves:		****				****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.122
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0 1	0	1	0	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	0	0	7	19	1	32	10	277	4	4	226	10
Growth Adj:	1.00	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	7	19	1	32	10	277	4	4	226	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	19	1	32	10	277	4	4	226	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	19	1	32	10	277	4	4	226	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	19	1	32	10	277	4	4	226	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.92	0.08
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	2777	123
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.02	0.02	0.01	0.10	0.10	0.00	0.08	0.08
Crit Volume:	0			33			141			4		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1174	88	55	994	0	0	248	124	68	0	85
Growth Adj:	1.00	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	1174	88	55	994	0	0	248	124	68	0	85
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1174	0	55	994	0	0	248	124	68	0	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1174	0	55	994	0	0	248	124	68	0	85
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1174	0	55	994	0	0	248	124	68	0	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.04	0.34	0.00	0.00	0.09	0.09	0.02	0.00	0.06
Crit Volume:		587		55				124		34		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	2	0	0	0	0	2	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Existing Plus Project AM Peak Hour

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

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.397
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	44	807	9	65	871	236	483	0	52	0	0	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	807	9	65	871	236	483	0	52	0	0	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	807	9	65	871	236	483	0	52	0	0	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	807	9	65	871	236	483	0	52	0	0	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	807	9	65	871	236	483	0	52	0	0	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.01	0.04	0.20	0.16	0.17	0.00	0.04	0.00	0.00	0.04
Crit Volume:		269			65		242				0	
Crit Moves:		****			****		****				****	

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	833	40	26	898	0	0	0	0	91	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	833	40	26	898	0	0	0	0	91	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	833	40	26	898	0	0	0	0	91	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	833	40	26	898	0	0	0	0	91	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	833	40	26	898	0	0	0	0	91	0	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.77	0.00	0.23
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1157	0	343
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.03	0.02	0.20	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Volume:		278			26			0				118
Crit Moves:		****			****							****

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

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	0	0	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			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	1	0 0	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.171
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	32	0	42	0	0	0	0	28	94	121	6	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:	32	0	42	0	0	0	0	28	94	121	6	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	42	0	0	0	0	28	94	121	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	42	0	0	0	0	28	94	121	6	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:	32	0	42	0	0	0	0	28	94	121	6	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.02	0.06	0.08	0.00	0.00
Crit Volume:			42	0					94	121		
Crit Moves:			****						****	****		

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

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.134
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	78	54	14	246	1	1	11	29	76	5	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	78	54	14	246	1	1	11	29	76	5	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	78	54	14	246	1	1	11	29	76	5	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	78	54	14	246	1	1	11	29	76	5	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	78	54	14	246	1	1	11	29	76	5	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.04	0.01	0.06	0.00	0.00	0.00	0.02	0.05	0.00	0.01
Crit Volume:	7				82				29	76		
Crit Moves:	****				****				****	****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.374
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		92	0	168		24	353	0		0	763	15	
Growth Adj:	1.00	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		92	0	168		24	353	0		0	763	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		92	0	168		24	353	0		0	763	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		92	0	168		24	353	0		0	763	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		92	0	168		24	353	0		0	763	15	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.11		0.01	0.12	0.00		0.00	0.25	0.01	
Crit Volume:	0						168		12					382		
Crit Moves:							****		****					****		

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

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.262
Loss Time (sec): 0 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:	1	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	49	2	44		0	8	0		0	132	139		189	27	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:	49	2	44		0	8	0		0	132	139		189	27	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	49	2	44		0	8	0		0	132	139		189	27	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	2	44		0	8	0		0	132	139		189	27	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:	49	2	44		0	8	0		0	132	139		189	27	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.00	0.03		0.00	0.00	0.00		0.00	0.09	0.10		0.13	0.02	0.00	
Crit Volume:	49						3				139		189			
Crit Moves:	****						****				****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	5	98	49	67	411	5	5	153	12	182	55	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	98	49	67	411	5	5	153	12	182	55	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	98	49	67	411	5	5	153	12	182	55	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	98	49	67	411	5	5	153	12	182	55	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:	5	98	49	67	411	5	5	153	12	182	55	46
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.03	0.05	0.09	0.00	0.00	0.05	0.01	0.13	0.02	0.03
Crit Volume:	5			137				77		182		
Crit Moves:	****			****				****		****		

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

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	190	0	557	200	643	0	0	849	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	557	200	643	0	0	849	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	557	200	643	0	0	849	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	557	200	643	0	0	849	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	190	0	557	200	643	0	0	849	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.37	0.07	0.21	0.00	0.00	0.28	0.04
Crit Volume:	0					557	0				424	
Crit Moves:						****	****				****	

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

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.258
Loss Time (sec): 0 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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	101	29	29	7	83	58	23	346	69	17	181	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	29	29	7	83	58	23	346	69	17	181	3
User Adj:	1.00	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:	101	29	29	7	83	58	23	346	69	17	181	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	29	29	7	83	58	23	346	69	17	181	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	101	29	29	7	83	58	23	346	69	17	181	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.02	0.02	0.00	0.06	0.04	0.02	0.12	0.05	0.01	0.06	0.00
Crit Volume:	101				83			173		17		
Crit Moves:	****				****			****		****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	246	0	81	30	803	0	0	985	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	246	0	81	30	803	0	0	985	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	246	0	81	30	803	0	0	985	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	246	0	81	30	803	0	0	985	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	246	0	81	30	803	0	0	985	117
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.05	0.02	0.27	0.00	0.00	0.33	0.08
Crit Volume:		0			246			30			493	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.174
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	15	0	93	0	0	0	0	275	29	30	68	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	93	0	0	0	0	275	29	30	68	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	93	0	0	0	0	275	29	30	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	93	0	0	0	0	275	29	30	68	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:	15	0	93	0	0	0	0	275	29	30	68	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.00	0.00	0.09	0.02	0.02	0.02	0.00
Crit Volume:			93		0			138		30		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.298
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	39	37	24	18	54	9	22	449	117	115	179	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	37	24	18	54	9	22	449	117	115	179	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	37	24	18	54	9	22	449	117	115	179	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	37	24	18	54	9	22	449	117	115	179	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	37	24	18	54	9	22	449	117	115	179	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.02	0.01	0.04	0.01	0.02	0.15	0.08	0.08	0.06	0.00
Crit Volume:	39				54			225		115		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	137	0	57	77	886	0	0	1191	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	137	0	57	77	886	0	0	1191	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	137	0	57	77	886	0	0	1191	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	57	77	886	0	0	1191	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:	0	0	0	137	0	57	77	886	0	0	1191	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.04	0.05	0.30	0.00	0.00	0.40	0.03
Crit Volume:			0	137			77				596	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	169	0	13	2	287	0	0	820	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	169	0	13	2	287	0	0	820	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	169	0	13	2	287	0	0	820	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	169	0	13	2	287	0	0	820	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	169	0	13	2	287	0	0	820	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.01	0.00	0.10	0.00	0.00	0.27	0.02
Crit Volume:			0	169			2				410	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.305
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	23	125	65		3	492	110		21	11	62		193	37	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	125	65		3	492	110		21	11	62		193	37	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	23	125	65		3	492	110		21	11	62		193	37	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	125	65		3	492	110		21	11	62		193	37	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	23	125	65		3	492	110		21	11	62		193	37	6	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.03	0.04		0.00	0.11	0.08		0.01	0.01	0.04		0.13	0.03	0.00	
Crit Volume:	23					164					62		193			
Crit Moves:	****					****					****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #191 Road B & SV NS Coll 3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.124
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	21	0	6		0	0	1		1	307	0		4	276	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:	21	0	6		0	0	1		1	307	0		4	276	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	21	0	6		0	0	1		1	307	0		4	276	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	0	6		0	0	1		1	307	0		4	276	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:	21	0	6		0	0	1		1	307	0		4	276	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.00		0.00	0.00	0.00		0.00	0.11	0.00		0.00	0.10	0.00	
Crit Volume:	21						1			154			4			
Crit Moves:	****						****			****			****			

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

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.245
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	26	4	96		0	3	15		19	491	8		14	213	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	4	96		0	3	15		19	491	8		14	213	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	4	96		0	3	15		19	491	8		14	213	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	4	96		0	3	15		19	491	8		14	213	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:	26	4	96		0	3	15		19	491	8		14	213	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.07		0.00	0.00	0.01		0.01	0.17	0.01		0.01	0.07	0.00	
Crit Volume:			96			0				245				14		
Crit Moves:			****			****				****				****		

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

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.079
Loss Time (sec): 0 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:	1	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	0	73	18		1	214	0		0	0	0		47	0	1	
Growth Adj:	1.00	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	73	18		1	214	0		0	0	0		47	0	1	
User Adj:	1.00	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	73	18		1	214	0		0	0	0		47	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	73	18		1	214	0		0	0	0		47	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	73	18		1	214	0		0	0	0		47	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1500	4500	1500		1500	4500	1500		1500	1500	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.02	0.01		0.00	0.05	0.00		0.00	0.00	0.00		0.03	0.00	0.00	
Crit Volume:		0				71				0				47		
Crit Moves:	****					****								****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.261
Loss Time (sec): 0 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:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	27	97	34	29	310	13	35	18	113	135	8	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	97	34	29	310	13	35	18	113	135	8	7
User Adj:	1.00	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:	27	97	34	29	310	13	35	18	113	135	8	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	97	34	29	310	13	35	18	113	135	8	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	27	97	34	29	310	13	35	18	113	135	8	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.02	0.07	0.01	0.02	0.01	0.08	0.09	0.01	0.00
Crit Volume:	27			103					113	135		
Crit Moves:	****			****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.066
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	1	0	39	7	0	0	110	1	0	68	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1	0	39	7	0	0	110	1	0	68	16
User Adj:	1.00	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:	1	1	0	39	7	0	0	110	1	0	68	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	39	7	0	0	110	1	0	68	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	1	0	39	7	0	0	110	1	0	68	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.04	0.00	0.00	0.02	0.01
Crit Volume:		1		39				55		0		
Crit Moves:		****		****				****		****		

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

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.113
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	103	14	0	336	0	0	0	0	58	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	103	14	0	336	0	0	0	0	58	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	103	14	0	336	0	0	0	0	58	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	103	14	0	336	0	0	0	0	58	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:	0	103	14	0	336	0	0	0	0	58	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:	0				112			0		58		
Crit Moves:	****				****					****		

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

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	84	0	71	213	759	0	0	1234	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	84	0	71	213	759	0	0	1234	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	0	71	213	759	0	0	1234	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	71	213	759	0	0	1234	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	84	0	71	213	759	0	0	1234	172
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.05	0.14	0.25	0.00	0.00	0.41	0.11
Crit Volume:				84			213				617	
Crit Moves:				****			****				****	

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

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.311
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	0	0	24	0	834	0	0	884	183
Growth Adj:	1.00	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	0	0	24	0	834	0	0	884	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	24	0	834	0	0	884	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	24	0	834	0	0	884	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	24	0	834	0	0	884	183
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.28	0.00	0.00	0.29	0.12
Crit Volume:	0					24	0				442	
Crit Moves:						****	****				****	

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

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	58	0	57	144	906	0	0	1045	204
Growth Adj:	1.00	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	58	0	57	144	906	0	0	1045	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	58	0	57	144	906	0	0	1045	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	57	144	906	0	0	1045	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	58	0	57	144	906	0	0	1045	204
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.10	0.30	0.00	0.00	0.35	0.14
Crit Volume:				0			144				522	
Crit Moves:				****			****				****	

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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 0	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	10	386	172	21	358	6	16	48	31	224	28	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:	10	386	172	21	358	6	16	48	31	224	28	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	386	172	21	358	6	16	48	31	224	28	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	386	172	21	358	6	16	48	31	224	28	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	386	172	21	358	6	16	48	31	224	28	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.98	0.02	0.25	0.75	1.00	0.79	0.10	0.11
Final Sat.:	1450	1450	1450	1450	1426	24	363	1088	1450	1144	143	163
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.12	0.01	0.25	0.25	0.04	0.04	0.02	0.20	0.20	0.20
Crit Volume:		386		21				64				284
Crit Moves:		****		****				****				****

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

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
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:	0	1	0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	1	170	119	1	192	129	230	213	2	130	198	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	170	119	1	192	129	230	213	2	130	198	2
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	170	119	1	192	0	230	213	2	130	198	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	170	119	1	192	0	230	213	2	130	198	2
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:	1	170	119	1	192	0	230	213	2	130	198	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.00	0.99	0.01	1.00	0.99	0.01
Final Sat.:	9	1491	1500	8	1492	1500	1500	1486	14	1500	1485	15
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.08	0.13	0.13	0.00	0.15	0.14	0.14	0.09	0.13	0.13
Crit Volume:	1			193			230			200		
Crit Moves:	****			****			****			****		

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City of Roseville
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Existing Plus Project AM Peak Hour

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

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.267
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 20 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			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	1	0	0	1	0	0	1!	0	0	1	0	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	124	30	34	3	19	9	7	255	85	10	248	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	30	34	3	19	9	7	255	85	10	248	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	30	34	3	19	9	7	255	85	10	248	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	30	34	3	19	9	7	255	85	10	248	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	30	34	3	19	9	7	255	85	10	248	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.10	0.61	0.29	0.03	0.97	1.00	0.04	0.95	0.01
Final Sat.:	1288	312	1600	155	981	465	43	1557	1600	62	1526	12
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.02	0.02	0.02	0.02	0.16	0.16	0.05	0.16	0.16	0.16
Crit Volume:	124					31		262		10		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.233
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	0 1	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	4	2	12	3	2	2	3	337	9	9	330	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:	4	2	12	3	2	2	3	337	9	9	330	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	12	3	2	2	3	337	9	9	330	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	12	3	2	2	3	337	9	9	330	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	12	3	2	2	3	337	9	9	330	8
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.43	0.29	0.28	0.01	0.96	0.03	0.03	0.95	0.02
Final Sat.:	1067	533	1600	686	457	457	14	1545	41	41	1522	37
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.22	0.22	0.22	0.22	0.22	0.22
Crit Volume:			12	3					349	9		
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.623
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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! 0	0	0 0	1! 0	0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	11	20	307	12	18	1	3	312	9	192	262	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	20	307	12	18	1	3	312	9	192	262	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	20	307	12	18	1	3	312	9	192	262	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	20	307	12	18	1	3	312	9	192	262	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	20	307	12	18	1	3	312	9	192	262	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.06	0.91	0.39	0.58	0.03	1.00	0.97	0.03	1.00	0.99	0.01
Final Sat.:	49	89	1362	581	871	48	1500	1458	42	1500	1489	11
Capacity Analysis Module:												
Vol/Sat:	0.23	0.23	0.23	0.02	0.02	0.02	0.00	0.21	0.21	0.13	0.18	0.18
Crit Volume:			338	12					321		264	
Crit Moves:			****	****					****		****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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:	2	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	231	392	8	16	744	15	68	88	253	58	77	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:	231	392	8	16	744	15	68	88	253	58	77	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	392	8	16	744	0	68	88	253	58	77	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	392	8	16	744	0	68	88	253	58	77	9
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:	231	392	8	16	744	0	68	88	253	58	77	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.44	0.56	1.00	0.43	0.57	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	632	818	1450	623	827	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.01	0.01	0.26	0.00	0.11	0.11	0.17	0.09	0.09	0.01
Crit Volume:	116			372			156			135		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project AM Peak Hour

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

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.350
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	0	7	1	610	20	422	299	28	7	1	18	325
Growth Adj:	1.00	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	7	1	610	20	422	299	28	7	1	18	325
User Adj:	1.00	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	7	1	610	20	422	299	28	7	1	18	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	610	20	422	299	28	7	1	18	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	610	20	422	299	28	7	1	18	325
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.94	0.06	1.00	1.79	0.17	0.04	0.05	0.95	2.00
Final Sat.:	0	1450	1450	2808	92	1450	2596	243	61	76	1374	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.22	0.29	0.12	0.12	0.12	0.01	0.01	0.11
Crit Volume:		7			315			167			19	
Crit Moves:		****			****			****			****	

Existing Plus Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ Veh	Base V/ C	Base LOS	Future Del/ Veh	Future V/ C	Future LOS	Change in
#306 Walerga Rd/PFE Rd	xxxxx	1.032	F	xxxxx	1.032	F	+ 0.000 V/C
#315 SR 99/ El Centro Rd	xxxxx	0.930	E	xxxxx	0.930	E	+ 0.000 V/C
#30100 Locust/Baseline	91.5	1.196	F	91.5	1.196	F	+ 0.000 V/
#30300 Pleasent Grove N/Riego	34.0	0.966	D	34.0	0.966	D	+ 0.000 V/
#30400 Pleasent Grove S/Riego	93.9	1.230	F	93.9	1.230	F	+ 0.000 V/
#30500 Watt Ave/PFE Rd	259.5	1.644	F	259.5	1.644	F	+ 0.000 V/

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Existing Plus Project AM
Sierra Vista

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

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.032
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0	1 0	0	1 0
Volume Module:												
Base Vol:	162	674	146	25	760	116	56	115	148	118	82	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	674	146	25	760	116	56	115	148	118	82	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	674	146	25	760	116	56	115	148	118	82	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	674	146	25	760	116	56	115	148	118	82	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	162	674	146	25	760	116	56	115	148	118	82	21
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	0.82	0.18	1.00	0.87	0.13	1.00	0.44	0.56	1.00	0.80	0.20
Final Sat.:	1375	1130	245	1375	1193	182	1375	601	774	1375	1095	280
Capacity Analysis Module:												
Vol/Sat:	0.12	0.60	0.60	0.02	0.64	0.64	0.04	0.19	0.19	0.09	0.07	0.07
Crit Volume:	162			876			263			118		
Crit Moves:	****			****			****			****		

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Existing Plus Project AM
Sierra Vista

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

Intersection #315 SR 99/ El Centro Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.930
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ignore			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	0 1	0 0	1	1	0	0 1
Volume Module:												
Base Vol:	17	675	188	51	1797	6	1	11	7	626	15	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	675	188	51	1797	6	1	11	7	626	15	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	17	675	188	51	1797	6	1	11	0	626	15	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	675	188	51	1797	6	1	11	0	626	15	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	17	675	188	51	1797	6	1	11	0	689	15	28
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	0.08	0.92	1.00	1.96	0.04	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	115	1260	1375	2691	59	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.14	0.04	0.65	0.00	0.01	0.01	0.00	0.26	0.26	0.02
Crit Volume:	17				899			12			352	
Crit Moves:	****				****			****			****	

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Existing Plus Project AM
Sierra Vista

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

Intersection #30100 Locust/Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	1.196
Loss Time (sec):	0	Average Delay (sec/veh):	91.5
Optimal Cycle:	0	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:	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:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	6	5	21	13	1	1	2	255	4	52	923	19
Growth Adj:	1.00	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	5	21	13	1	1	2	255	4	52	923	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	21	13	1	1	2	255	4	52	923	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	21	13	1	1	2	255	4	52	923	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	5	21	13	1	1	2	255	4	52	923	19
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:	0.19	0.15	0.66	0.86	0.07	0.07	0.01	0.98	0.01	0.05	0.93	0.02
Final Sat.:	113	94	394	476	37	37	6	721	11	43	772	16
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.03	0.03	0.03	0.35	0.35	0.35	1.20	1.20	1.20
Crit Moves:	****				****			****			****	
Delay/Veh:	9.1	9.1	9.1	9.5	9.5	9.5	10.5	10.5	10.5	116.7	117	116.7
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:	9.1	9.1	9.1	9.5	9.5	9.5	10.5	10.5	10.5	116.7	117	116.7
LOS by Move:	A	A	A	A	A	A	B	B	B	F	F	F
ApproachDel:	9.1			9.5			10.5			116.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			9.5			10.5			116.7		
LOS by Appr:	A			A			B			F		
AllWayAvgQ:	0.1	0.1	0.1	0.0	0.0	0.0	0.5	0.5	0.5	25.2	25.2	25.2

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

Existing Plus Project AM
Sierra Vista

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

Intersection #30300 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.966
Loss Time (sec): 0 Average Delay (sec/veh): 34.0
Optimal Cycle: 0 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	0	0	1!	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	102	0	18	5	202	0	0	688	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	102	0	18	5	202	0	0	688	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	102	0	18	5	202	0	0	688	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	18	5	202	0	0	688	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	102	0	18	5	202	0	0	688	66
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:	0.00	0.00	0.00	0.85	0.00	0.15	0.02	0.98	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	493	0	87	16	664	0	0	712	825
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.21	xxxx	0.21	0.30	0.30	xxxx	xxxx	0.97	0.08
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.6	0.0	10.6	10.4	10.4	0.0	0.0	47.7	7.4
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:	0.0	0.0	0.0	10.6	0.0	10.6	10.4	10.4	0.0	0.0	47.7	7.4
LOS by Move:	*	*	*	B	*	B	B	B	*	*	E	A
ApproachDel:	xxxxxx			10.6			10.4			44.2		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.6			10.4			44.2		
LOS by Appr:	*			B			B			E		
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	0.4	0.4	0.4	0.0	7.9	0.1

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

Existing Plus Project AM
Sierra Vista

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

Intersection #30400 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 1.230
Loss Time (sec): 0 Average Delay (sec/veh): 93.9
Optimal Cycle: 0 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:	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:	0	0	1!	0	0	0	0	0	1	0	1	0	0	0
Volume Module:												
Base Vol:	79	0	45	0	0	0	0	212	92	253	672	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:	79	0	45	0	0	0	0	212	92	253	672	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	0	45	0	0	0	0	212	92	253	672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	0	45	0	0	0	0	212	92	253	672	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:	79	0	45	0	0	0	0	212	92	253	672	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:	0.64	0.00	0.36	0.00	0.00	0.00	0.00	1.00	1.00	0.27	0.73	0.00
Final Sat.:	371	0	212	0	0	0	0	648	742	206	546	0
Capacity Analysis Module:												
Vol/Sat:	0.21	xxxx	0.21	xxxx	xxxx	xxxx	xxxx	0.33	0.12	1.23	1.23	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	10.6	0.0	10.6	0.0	0.0	0.0	0.0	10.8	8.2	132.6	133	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:	10.6	0.0	10.6	0.0	0.0	0.0	0.0	10.8	8.2	132.6	133	0.0
LOS by Move:	B	*	B	*	*	*	*	B	A	F	F	*
ApproachDel:	10.6			xxxxxx			10.0			132.6		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	10.6			xxxxxx			10.0			132.6		
LOS by Appr:	B			*			B			F		
AllWayAvgQ:	0.3	0.3	0.3	0.0	0.0	0.0	0.0	0.5	0.1	26.1	26.1	26.1

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

Existing Plus Project AM
Sierra Vista

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

Intersection #30500 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.644
Loss Time (sec): 0 Average Delay (sec/veh): 259.5
Optimal Cycle: 0 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:	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:	0 0	1! 0	0	0 1	0 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	1	668	349	20	920	0	0	0	0	298	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	668	349	20	920	0	0	0	0	298	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	668	349	20	920	0	0	0	0	298	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	668	349	20	920	0	0	0	0	298	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	668	349	20	920	0	0	0	0	298	0	18
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:	0.01	0.65	0.34	0.02	0.98	0.00	0.00	1.00	0.00	0.94	0.00	0.06
Final Sat.:	1	406	212	13	585	0	0	414	0	485	0	29
Capacity Analysis Module:												
Vol/Sat:	1.64	1.64	1.64	1.57	1.57	xxxx	xxxx	0.00	xxxx	0.61	xxxx	0.61
Crit Moves:	****			****				****		****		
Delay/Veh:	312.6	313	312.6	282.2	282	0.0	0.0	0.0	0.0	20.5	0.0	20.5
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:	312.6	313	312.6	282.2	282	0.0	0.0	0.0	0.0	20.5	0.0	20.5
LOS by Move:	F	F	F	F	F	*	*	*	*	C	*	C
ApproachDel:	312.6			282.2			xxxxxx			20.5		
Delay Adj:	1.00			1.00			xxxxx			1.00		
ApprAdjDel:	312.6			282.2			xxxxxx			20.5		
LOS by Appr:	F			F			*			C		
AllWayAvgQ:	52.3	52.3	52.3	45.4	45.4	45.4	0.0	0.0	0.0	1.5	1.5	1.5

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

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Existing Plus Project
Seirra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	A xxxxx	0.557	A xxxxx	0.557	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	C xxxxx	0.740	C xxxxx	0.740	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	C xxxxx	0.767	C xxxxx	0.767	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	B xxxxx	0.617	B xxxxx	0.617	+ 0.000 V/C
#313 Watt Ave/Elkhorn	C xxxxx	0.704	C xxxxx	0.704	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	B xxxxx	0.611	B xxxxx	0.611	+ 0.000 V/C

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Existing Plus Project
Seirra Vista

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

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	118	747	108	157	1210	356	394	130	117	394	352	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	747	108	157	1210	356	394	130	117	394	352	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	747	108	157	1210	356	394	130	117	394	352	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	747	108	157	1210	356	394	130	117	394	352	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	747	108	157	1210	356	394	130	117	394	352	238
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.07	0.05	0.27	0.24	0.13	0.04	0.08	0.13	0.12	0.16
Crit Volume:	59				403		197				176	
Crit Moves:	****				****		****				****	

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Existing Plus Project
Seirra Vista

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

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	205	524	45	101	1172	89	169	112	449	150	111	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	524	45	101	1172	89	169	112	449	150	111	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	524	45	101	1172	89	169	112	449	150	111	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	524	45	101	1172	89	169	112	449	150	111	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	524	45	101	1172	89	169	112	449	150	111	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.37	0.63
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	2056	944
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.03	0.03	0.39	0.06	0.06	0.04	0.30	0.05	0.05	0.05
Crit Volume:	0			586					449	75		
Crit Moves:	****			****					****	****		

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Existing Plus Project
Seirra Vista

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

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	36	441	111	287	1169	68	20	136	41	462	214	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	441	111	287	1169	68	20	136	41	462	214	177
User Adj:	1.00	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:	36	441	111	287	1169	68	20	136	41	462	214	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	441	111	287	1169	68	20	136	41	462	214	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	441	111	287	1169	68	20	136	41	462	214	177
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.07	0.19	0.39	0.05	0.01	0.05	0.03	0.31	0.14	0.12
Crit Volume:	36			585				68		462		
Crit Moves:	****			****				****		****		

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Existing Plus Project
Seirra Vista

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

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	151	580	69	298	1041	306	166	334	195	130	351	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	580	69	298	1041	306	166	334	195	130	351	155
User Adj:	1.00	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:	151	580	69	298	1041	306	166	334	195	130	351	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	580	69	298	1041	306	166	334	195	130	351	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	151	580	69	298	1041	306	166	334	195	130	351	155
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.26	0.74	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1894	1106	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.05	0.10	0.35	0.20	0.06	0.18	0.18	0.04	0.12	0.10
Crit Volume:	76			521					265	65		
Crit Moves:	****			****					****	****		

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Existing Plus Project
Seirra Vista

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

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ovl			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	147	482	80	102	1639	246	141	368	179	247	566	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	482	80	102	1639	246	141	368	179	247	566	50
User Adj:	1.00	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:	147	482	80	102	1639	246	141	368	179	247	566	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	482	80	102	1639	246	141	368	179	247	566	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:	147	482	80	102	1639	246	141	368	179	247	566	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.61	0.39	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3913	587	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.11	0.05	0.03	0.42	0.42	0.05	0.12	0.12	0.08	0.19	0.03
Crit Volume:	74					628	71			283		
Crit Moves:	****					****	****			****		

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Existing Plus Project
Seirra Vista

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

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.611
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	127	419	65	676	841	191	60	355	129	89	617	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	419	65	676	841	191	60	355	129	89	617	291
User Adj:	1.00	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	419	65	676	841	191	60	355	129	89	617	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	419	65	676	841	191	60	355	129	89	617	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	127	419	65	676	841	191	60	355	129	89	617	291
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.47	0.53	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	2200	800	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.04	0.23	0.28	0.13	0.04	0.16	0.16	0.06	0.21	0.19
Crit Volume:		210			338			60			309	
Crit Moves:		****			****			****			****	

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EXISTING PLUS PROJECT CONDITIONS
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.367	A	xxxxx	0.367	+ 0.000
# 2 Atlantic & Wills	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000
# 5 Blue Oaks & Crocker Ranch	A	xxxxx	0.233	A	xxxxx	0.233	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.174	A	xxxxx	0.174	+ 0.000
# 7 Blue Oaks & Fiddyment	A	xxxxx	0.248	A	xxxxx	0.248	+ 0.000
# 8 Blue Oaks & New Meadow	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.118	A	xxxxx	0.118	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	A	xxxxx	0.347	A	xxxxx	0.347	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000
# 13 Cirby & Sunrise	D	xxxxx	0.861	D	xxxxx	0.861	+ 0.000
# 14 Cirby Wy & Foothills Bl	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000
# 15 Cirby Wy & Melody Ln	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000
# 16 Cirby Wy & Northridge Dr	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000
# 18 Cirby Wy & Orlando Av	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000
# 20 Cirby Wy & Riverside Av	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 23 Cirby Wy & Vernon St	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000
# 25 Douglas & Rocky Ridge	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000
# 26 Douglas & Santa Clara	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 27 Douglas & Sierra Gardens	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.905	E	xxxxx	0.905	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.756	C	xxxxx	0.756	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 32 Douglas Bl & Harding Bl	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.289	A	xxxxx	0.289	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000
# 38 Eureka & N. Sunrise	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000
# 39 Eureka & Rocky Ridge	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.179	A	xxxxx	0.179	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.263	A	xxxxx	0.263	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.282	A	xxxxx	0.282	+ 0.000
# 47 Fiddyment & Del Webb/Village G	A	xxxxx	0.294	A	xxxxx	0.294	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.111	A	xxxxx	0.111	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.250	A	xxxxx	0.250	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.242	A	xxxxx	0.242	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	A	xxxxx	0.242	A	xxxxx	0.242	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 62 Galleria & Berry	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C
# 64 Harding & Wills	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.165	A	xxxxx	0.165	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.293	A	xxxxx	0.293	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.193	A	xxxxx	0.193	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.217	A	xxxxx	0.217	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.215	A	xxxxx	0.215	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.115	A	xxxxx	0.115	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.274	A	xxxxx	0.274	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.079	A	xxxxx	0.079	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
# 96 Pleasant Grove & Washington	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.154	A	xxxxx	0.154	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
#104 Roseville Parkway & Creekside	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
#105 Roseville Parkway & Gibson	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#109 Roseville Parkway & Taylor	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.238	A	xxxxx	0.238	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	A	xxxxx	0.167	A	xxxxx	0.167	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
#133 Sunrise & Coloma	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.205	A	xxxxx	0.205	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	E	xxxxx	0.941	E	xxxxx	0.941	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.209	A	xxxxx	0.209	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
#148 I-80 WB Off & Douglas Blvd	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000
#152 I-80 WB Off & Riverside Ave	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	F	xxxxx	1.114	F	xxxxx	1.114	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000
#155 Taylor & Eureka I-80 EB Off	F	xxxxx	1.058	F	xxxxx	1.058	+ 0.000
#156 Fairway & Highland Park	A	xxxxx	0.284	A	xxxxx	0.284	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000
#158 Roseville Rkwy & Old Auburn		xxxxx	0.000		xxxxx	0.000	+ 0.000
#159 Washington Blvd & Industrial		xxxxx	0.000		xxxxx	0.000	+ 0.000
#160 Foothills Blvd & HP Far South/		xxxxx	0.000		xxxxx	0.000	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow		xxxxx	0.000		xxxxx	0.000	+ 0.000
#162 Gibson Rd & New Convention Cen		xxxxx	0.000		xxxxx	0.000	+ 0.000
#163 Blue Oaks Blvd & West Side Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy		xxxxx	0.000		xxxxx	0.000	+ 0.000
#165 Fiddyment Rd & Westhills Dr	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000
#166 Pleasant Grove Blvd & West Sid		xxxxx	0.000		xxxxx	0.000	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.282	A	xxxxx	0.282	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar		xxxxx	0.000		xxxxx	0.000	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside		xxxxx	0.000		xxxxx	0.000	+ 0.000
#170 Industrial Ave & Alantown Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West		xxxxx	0.000		xxxxx	0.000	+ 0.000
#172 Washington Blvd & All America		xxxxx	0.000		xxxxx	0.000	+ 0.000
#173 Cirby & Cottonwood		xxxxx	0.000		xxxxx	0.000	+ 0.000
#174 Secret Ravine & Alexandra		xxxxx	0.000		xxxxx	0.000	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch		xxxxx	0.000		xxxxx	0.000	+ 0.000
#176 Douglas Bl & I-80 EB On		xxxxx	0.000		xxxxx	0.000	+ 0.000
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000
#178 Watt Ave & Road A	A	xxxxx	0.159	A	xxxxx	0.159	+ 0.000
#179 Watt Ave & Road B	A	xxxxx	0.113	A	xxxxx	0.113	+ 0.000
#180 Watt Ave & Baseline Rd	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
#181 West Side Dr & Road A	A	xxxxx	0.237	A	xxxxx	0.237	+ 0.000
#182 West Side Dr & Road B	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000
#183 West Side Dr & Baseline Rd	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
#184 Market St & Road B	A	xxxxx	0.226	A	xxxxx	0.226	+ 0.000
#185 Market St & Baseline Rd	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.117	A	xxxxx	0.117	+ 0.000
#187 Upland Dr & Road B	A	xxxxx	0.248	A	xxxxx	0.248	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx	0.133	A	xxxxx	0.133	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx	0.198	A	xxxxx	0.198	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.071	A	xxxxx	0.071	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx	0.159	A	xxxxx	0.159	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx	0.042	A	xxxxx	0.042	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx		0.085	A	xxxxx		0.085	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx		0.633	B	xxxxx		0.633	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx		0.439	A	xxxxx		0.439	+ 0.000 V/C
#199 Baseline Rd & SV CC4	B	xxxxx		0.668	B	xxxxx		0.668	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx		0.000		xxxxx		0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx		0.000		xxxxx		0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx		0.000		xxxxx		0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx		0.000		xxxxx		0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx		0.000		xxxxx		0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	A	xxxxx		0.552	A	xxxxx		0.552	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx		0.501	A	xxxxx		0.501	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx		0.384	A	xxxxx		0.384	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx		0.354	A	xxxxx		0.354	+ 0.000 V/C
#1005 Vernon & Lincoln	B	xxxxx		0.661	B	xxxxx		0.661	+ 0.000 V/C
#1006 Washington & Main	B	xxxxx		0.631	B	xxxxx		0.631	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx		0.547	A	xxxxx		0.547	+ 0.000 V/C

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

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.367
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	14	1	16	64	4	18	20	764	19	15	855	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1	16	64	4	18	20	764	19	15	855	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1	16	64	4	18	20	764	19	15	855	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	16	64	4	18	20	764	19	15	855	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	1	16	64	4	18	20	764	19	15	855	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.06	0.94	0.94	0.06	1.00	1.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1450	85	1365	1365	85	1450	1450	2830	70	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.01	0.01	0.27	0.27	0.01	0.29	0.12
Crit Volume:			17			68			20			427
Crit Moves:			****			****			****			****

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

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	257	0	225	0	0	0	0	586	253	145	837	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:	257	0	225	0	0	0	0	586	253	145	837	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	257	0	225	0	0	0	0	586	253	145	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	0	225	0	0	0	0	586	253	145	837	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	257	0	225	0	0	0	0	586	253	145	837	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.15	0.00	0.00	0.00	0.00	0.20	0.17	0.10	0.28	0.00
Crit Volume:	257				0			293		145		
Crit Moves:	****							****		****		

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

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	231	0	105	138	544	0	0	493	386
Growth Adj:	1.00	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	231	0	105	138	544	0	0	493	386
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	231	0	105	138	544	0	0	493	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	231	0	105	138	544	0	0	493	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	231	0	105	138	544	0	0	493	386
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.07	0.09	0.18	0.00	0.00	0.16	0.26
Crit Volume:				0			231			138		386
Crit Moves:				****			****					****

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

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.891
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 2	0 1	1	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	22	30	15	185	87	422	733	702	12	0	718	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	30	15	185	87	422	733	702	12	0	718	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	30	15	185	87	422	733	702	12	0	718	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	30	15	185	87	422	733	702	12	0	718	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	22	30	15	185	87	422	733	702	12	0	718	135
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.00	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	1450	1450	1450	2851	49	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.01	0.13	0.06	0.29	0.51	0.25	0.25	0.00	0.25	0.09
Crit Volume:		15		185			733				359	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.233
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	110	0	30	33	484	0	0	618	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	30	33	484	0	0	618	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	0	30	33	484	0	0	618	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	30	33	484	0	0	618	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	110	0	30	33	484	0	0	618	202
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.02	0.11	0.00	0.00	0.14	0.13
Crit Volume:		0		110			33				206	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #6 Blue Oaks & Del Webb

Cycle (sec): 120 Critical Vol./Cap. (X): 0.174
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	0	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	5	0	78	0	0	0	0	390	11	126	680	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:	5	0	78	0	0	0	0	390	11	126	680	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	0	78	0	0	0	0	390	11	126	680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	78	0	0	0	0	390	11	126	680	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	5	0	78	0	0	0	0	390	11	126	680	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.05	0.00	0.00	0.00	0.00	0.09	0.01	0.08	0.15	0.00
Crit Volume:	5				0			130		126		
Crit Moves:	****							****		****		

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

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.248
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	2	263	453	17	208	5	1	2	1	438	2	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	263	453	17	208	5	1	2	1	438	2	47
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	2	263	0	17	208	5	1	2	0	438	2	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	263	0	17	208	5	1	2	0	438	2	47
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	2	263	0	17	208	5	1	2	0	438	2	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.01	0.07	0.00	0.00	0.00	0.00	0.15	0.00	0.03
Crit Volume:		132			9			1		219		
Crit Moves:		****			****				****	****		

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

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	46	0	19	17	991	0	0	1559	131
Growth Adj:	1.00	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	46	0	19	17	991	0	0	1559	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	46	0	19	17	991	0	0	1559	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	46	0	19	17	991	0	0	1559	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:	0	0	0	46	0	19	17	991	0	0	1559	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.01	0.22	0.00	0.00	0.35	0.09
Crit Volume:		0		46			17				520	
Crit Moves:				****			****				****	

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

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.118
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	3	0	1	1	440	1	0	518	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	3	0	1	1	440	1	0	518	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	3	0	1	1	440	1	0	518	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	3	0	1	1	440	1	0	518	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	3	0	1	1	440	1	0	518	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.00	0.12	0.00
Crit Volume:		0		3			1				173	
Crit Moves:				****			****				****	

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

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.347
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1 0	1	1 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	19	13	65	144	13	34	19	424	25	61	740	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	13	65	144	13	34	19	424	25	61	740	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	13	65	144	13	34	19	424	25	61	740	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	65	144	13	34	19	424	25	61	740	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	13	65	144	13	34	19	424	25	61	740	216
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.51	0.14	0.35	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2186	197	516	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.04	0.07	0.07	0.07	0.01	0.15	0.02	0.04	0.26	0.15
Crit Volume:	19			96			19				370	
Crit Moves:	****			****			****				****	

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

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	224	42	583	278	90	81	65	809	112	289	1326	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	224	42	583	278	90	81	65	809	112	289	1326	46
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	224	42	0	278	90	81	65	809	112	289	1326	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	42	0	278	90	81	65	809	112	289	1326	46
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	224	42	0	278	90	81	65	809	112	289	1326	46
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.00	0.10	0.03	0.06	0.04	0.28	0.08	0.10	0.46	0.03
Crit Volume:		21		139			65				663	
Crit Moves:		****		****			****				****	

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

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	113	84	225	139	73	21	74	552	77	427	787	271
Growth Adj:	1.00	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	84	225	139	73	21	74	552	77	427	787	271
User Adj:	1.00	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:	113	84	225	139	73	21	74	552	77	427	787	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	84	225	139	73	21	74	552	77	427	787	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	113	84	225	139	73	21	74	552	77	427	787	271
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.16	0.05	0.03	0.01	0.05	0.19	0.05	0.15	0.27	0.19
Crit Volume:		42			70			276		214		
Crit Moves:		****			****			****		****		

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

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.861
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	330	928	134	236	999	288	402	905	249	262	645	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	928	134	236	999	288	402	905	249	262	645	137
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	330	928	0	236	999	0	402	905	0	262	645	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	928	0	236	999	0	402	905	0	262	645	137
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	330	928	0	236	999	0	402	905	0	262	645	137
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.00	0.08	0.34	0.00	0.14	0.31	0.00	0.09	0.22	0.09
Crit Volume:	165				500			453		131		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0	1	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	462	252	1320	416	0	0	0	0	372	0	1658
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	252	1320	416	0	0	0	0	372	0	1658
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	462	0	1320	416	0	0	0	0	372	0	1658
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	0	1320	416	0	0	0	0	372	0	1658
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	462	0	1320	416	0	0	0	0	372	0	1658
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.44	0.28	0.00	0.00	0.00	0.00	0.12	0.00	0.55
Crit Volume:		231		660				0		186		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.715
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	0	0 1	0	0	0 0	0	0	2 1	0	2	0 0
Volume Module:												
Base Vol:	0	0	252	0	0	0	0	1413	14	260	1901	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	252	0	0	0	0	1413	14	260	1901	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	252	0	0	0	0	1413	14	260	1901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	252	0	0	0	0	1413	14	260	1901	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	252	0	0	0	0	1413	14	260	1901	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	2.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4456	44	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.32	0.32	0.09	0.63	0.00
Crit Volume:			252	0				0			951	
Crit Moves:			****				****				****	

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

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	2	1	14	17	1	7	11	1381	1	17	1843	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	14	17	1	7	11	1381	1	17	1843	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	14	17	1	7	11	1381	1	17	1843	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	14	17	1	7	11	1381	1	17	1843	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	14	17	1	7	11	1381	1	17	1843	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.12	0.06	0.82	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.97	0.03
Final Sat.:	171	85	1194	1369	81	1450	1450	2898	2	1450	2858	42
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.00	0.01	0.48	0.48	0.01	0.64	0.64
Crit Volume:			17		18		11				935	
Crit Moves:			****		****		****				****	

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

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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	0	1! 0	0	0	1! 0	0	1	0	1	0	1
Volume Module:												
Base Vol:	19	17	54	45	44	68	55	1095	35	65	1037	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	17	54	45	44	68	55	1095	35	65	1037	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	17	54	45	44	68	55	1095	35	65	1037	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	17	54	45	44	68	55	1095	35	65	1037	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	17	54	45	44	68	55	1095	35	65	1037	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.19	0.60	0.29	0.28	0.43	1.00	1.94	0.06	1.00	1.94	0.06
Final Sat.:	317	283	900	430	420	650	1500	2907	93	1500	2913	87
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.06	0.10	0.10	0.10	0.04	0.38	0.38	0.04	0.36	0.36
Crit Volume:	19					157			565	65		
Crit Moves:	****					****			****	****		

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

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.759
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	1	0	1	1	0
Volume Module:												
Base Vol:	33	3	561	5	1	10	12	912	156	185	1119	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	3	561	5	1	10	12	912	156	185	1119	3
User Adj:	1.00	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:	33	3	561	5	1	10	12	912	156	185	1119	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	3	561	5	1	10	12	912	156	185	1119	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	3	561	5	1	10	12	912	156	185	1119	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.92	0.08	1.00	0.83	0.17	1.00	1.00	1.71	0.29	1.00	1.99	0.01
Final Sat.:	1329	121	1450	1208	242	1450	1450	2476	424	1450	2892	8
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.39	0.00	0.00	0.01	0.01	0.37	0.37	0.13	0.39	0.39
Crit Volume:			561		6			534		0		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	23	1062	7	11	1124	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:	23	1	17	26	0	13	23	1062	7	11	1124	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:	23	1	17	26	0	13	23	1062	7	11	1124	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	23	1062	7	11	1124	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:	23	1	17	26	0	13	23	1062	7	11	1124	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.95	0.05
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2825	75
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.37	0.37	0.01	0.40	0.40
Crit Volume:			41		26			23		577		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.806
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ignore			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:	2	0 1	1 0	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	1080	520	276	164	544	123	164	671	1068	316	731	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1080	520	276	164	544	123	164	671	1068	316	731	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1080	520	276	164	544	123	164	671	0	316	731	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1080	520	276	164	544	123	164	671	0	316	731	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1080	520	276	164	544	123	164	671	0	316	731	135
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.31	0.69	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	1894	1006	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.37	0.27	0.27	0.06	0.13	0.08	0.06	0.15	0.00	0.11	0.25	0.09
Crit Volume:	540			181			82			366		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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!	0 0	1	1 0	0 1	1	1 0	1 0	0	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	537	0	717	488	548	0	0	435	324
Growth Adj:	1.00	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	537	0	717	488	548	0	0	435	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	537	0	717	488	548	0	0	435	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	537	0	717	488	548	0	0	435	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	537	0	717	488	548	0	0	435	324
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	2.00	0.00	1.00	1.41	1.59	0.00	0.00	1.15	0.85
Final Sat.:	0	1500	0	3000	0	1500	2120	2380	0	0	1719	1281
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.48	0.23	0.23	0.00	0.00	0.25	0.25
Crit Volume:	0					717		0				380
Crit Moves:						****		****				****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	34	0	44	0	0	0	0	1431	47	42	1269	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	44	0	0	0	0	1431	47	42	1269	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	44	0	0	0	0	1431	47	42	1269	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	44	0	0	0	0	1431	47	42	1269	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:	34	0	44	0	0	0	0	1431	47	42	1269	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2905	95	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.49	0.49	0.03	0.42	0.00
Crit Volume:	34				0			739		42		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			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	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	46	136	101	89	122	372	195	1316	37	58	1638	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	136	101	89	122	372	195	1316	37	58	1638	72
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	136	0	89	122	372	195	1316	37	58	1638	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	136	0	89	122	372	195	1316	37	58	1638	72
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	136	0	89	122	372	195	1316	37	58	1638	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.95	0.05	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	2900	2821	79	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.00	0.06	0.08	0.26	0.07	0.47	0.47	0.02	0.56	0.05
Crit Volume:	46						372	0			819	
Crit Moves:	****						****	****			****	

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Existing Plus Project PM Peak Hour

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

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl			Ovl			Ovl			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:	2	0	2 0 1	2	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	400	447	22	310	314	105	133	1006	347	66	1133	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	447	22	310	314	105	133	1006	347	66	1133	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	400	447	22	310	314	105	133	1006	347	66	1133	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	447	22	310	314	105	133	1006	347	66	1133	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	400	447	22	310	314	105	133	1006	347	66	1133	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.02	0.11	0.11	0.07	0.05	0.23	0.24	0.02	0.26	0.00
Crit Volume:		224		155			67				378	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ovl			Ovl			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	350	418	145	237	598	156	189	1149	181	331	1545	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	418	145	237	598	156	189	1149	181	331	1545	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	350	418	145	237	598	156	189	1149	0	331	1545	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	418	145	237	598	156	189	1149	0	331	1545	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	350	418	145	237	598	156	189	1149	0	331	1545	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.14	0.10	0.08	0.21	0.11	0.07	0.26	0.00	0.11	0.36	0.00
Crit Volume:	175				299		94				515	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	73	60	75	129	58	150	132	1477	53	81	1816	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	60	75	129	58	150	132	1477	53	81	1816	86
User Adj:	1.00	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:	73	60	75	129	58	150	132	1477	53	81	1816	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	60	75	129	58	150	132	1477	53	81	1816	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	73	60	75	129	58	150	132	1477	53	81	1816	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.44	0.56	1.00	1.00	1.00	1.00	2.90	0.10	1.00	2.86	0.14
Final Sat.:	1450	644	806	1450	1450	1450	1450	4199	151	1450	4153	197
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.09	0.09	0.04	0.10	0.09	0.35	0.35	0.06	0.44	0.44
Crit Volume:		135		129			132				634	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.729
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	119	56	42	180	46	37	35	1513	126	53	1741	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	56	42	180	46	37	35	1513	126	53	1741	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	56	42	180	46	37	35	1513	126	53	1741	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	56	42	180	46	37	35	1513	126	53	1741	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	56	42	180	46	37	35	1513	126	53	1741	122
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.68	0.32	1.00	0.80	0.20	1.00	1.00	2.77	0.23	1.00	2.80	0.20
Final Sat.:	986	464	1450	1155	295	1450	1450	4016	334	1450	4065	285
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.03	0.16	0.16	0.03	0.02	0.38	0.38	0.04	0.43	0.43
Crit Volume:		175			226		35					621
Crit Moves:		****			****		****					****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.905
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	1	1	0	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	421	407	270	139	536	541	338	1345	180	225	1684	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	407	270	139	536	541	338	1345	180	225	1684	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	407	270	139	536	541	338	1345	180	225	1684	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	407	270	139	536	541	338	1345	180	225	1684	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	407	270	139	536	541	338	1345	180	225	1684	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.20	0.80	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	1743	1157	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.23	0.23	0.05	0.18	0.37	0.12	0.31	0.12	0.08	0.39	0.06
Crit Volume:	211					541	0				561	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.624
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	117	2	51	111	2	66	38	1462	124	80	1853	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	2	51	111	2	66	38	1462	124	80	1853	62
User Adj:	1.00	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:	117	2	51	111	2	66	38	1462	124	80	1853	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2	51	111	2	66	38	1462	124	80	1853	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	117	2	51	111	2	66	38	1462	124	80	1853	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.77	0.23	1.00	2.90	0.10
Final Sat.:	1450	55	1395	1450	43	1407	1450	4010	340	1450	4209	141
Capacity Analysis Module:												
Vol/Sat:	0.08	0.04	0.04	0.08	0.05	0.05	0.03	0.36	0.36	0.06	0.44	0.44
Crit Volume:	117			111			38			638		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.756
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	Ovl			Ignore			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	148	655	41	547	472	102	155	1050	160	109	1253	640
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	655	41	547	472	102	155	1050	160	109	1253	640
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	148	655	41	547	472	0	155	1050	160	109	1253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	655	41	547	472	0	155	1050	160	109	1253	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	148	655	41	547	472	0	155	1050	160	109	1253	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.03	0.19	0.16	0.00	0.05	0.24	0.11	0.04	0.29	0.00
Crit Volume:		328		274			78				418	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.518
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	258	5	59	41	740	0	11	890	236
Growth Adj:	1.00	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	4	9	258	5	59	41	740	0	11	890	236
User Adj:	1.00	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:	3	4	9	258	5	59	41	740	0	11	890	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	258	5	59	41	740	0	11	890	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	4	9	258	5	59	41	740	0	11	890	236
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.96	0.04	1.00	1.00	2.00	0.00	1.00	1.58	0.42
Final Sat.:	272	363	816	2845	55	1450	1450	2900	0	1450	2292	608
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.04	0.03	0.26	0.00	0.01	0.39	0.39
Crit Volume:		16		132			41				563	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	24	17	59	760	23	224	167	797	12	50	980	428
Growth Adj:	1.00	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	17	59	760	23	224	167	797	12	50	980	428
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	17	0	760	23	224	167	797	12	50	980	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	17	0	760	23	224	167	797	12	50	980	428
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	17	0	760	23	224	167	797	12	50	980	428
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.94	0.06	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2815	85	1450	1450	2857	43	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.00	0.27	0.27	0.15	0.12	0.28	0.28	0.03	0.34	0.30
Crit Volume:	24			392			167				490	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1!	0 0	0	1 0	0 1	0	0 1	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	237	0	30	0	384	0	0	495	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	237	0	30	0	384	0	0	495	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	237	0	30	0	384	0	0	495	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	237	0	30	0	384	0	0	495	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	237	0	30	0	384	0	0	495	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	1500	0	1500	0	3000	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.00	0.13	0.00	0.00	0.33	0.00
Crit Volume:		0		237			0				495	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.331
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	1	0	2	0	0
Volume Module:														
Base Vol:	33	0	127	0	0	0	0	653	31	122	781	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:	33	0	127	0	0	0	0	653	31	122	781	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	0	127	0	0	0	0	653	31	122	781	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	127	0	0	0	0	653	31	122	781	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:	33	0	127	0	0	0	0	653	31	122	781	0
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.91	0.09	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2864	136	1500	3000	0
Capacity Analysis Module:														
Vol/Sat:	0.02	0.00	0.08	0.00	0.00	0.00	0.00	0.23	0.23	0.08	0.26	0.00
Crit Volume:	33				0				342	122		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.289
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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!	0	0	1	0	0	1	0	1	0	2	0	0
Volume Module:														
Base Vol:	13	0	10	47	7	13	0	641	20	18	708	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:	13	0	10	47	7	13	0	641	20	18	708	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	47	7	13	0	641	20	18	708	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	47	7	13	0	641	20	18	708	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:	13	0	10	47	7	13	0	641	20	18	708	0
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.35	0.65	0.00	1.94	0.06	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	508	943	0	2812	88	1450	2900	0
Capacity Analysis Module:														
Vol/Sat:	0.02	0.00	0.02	0.03	0.01	0.01	0.00	0.23	0.23	0.01	0.24	0.00
Crit Volume:				23		47			331	18		
Crit Moves:				****		****			****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.855
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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:	2	0	3	0	1	2	0	2	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	412	698	205	205	623	121	274	1542	336	272	1096	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	698	205	205	623	121	274	1542	336	272	1096	176
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	412	698	0	205	623	121	274	1542	336	272	1096	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	698	0	205	623	121	274	1542	336	272	1096	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	412	698	0	205	623	121	274	1542	336	272	1096	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.51	0.49	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	3643	707	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.07	0.17	0.17	0.19	0.35	0.23	0.19	0.25	0.00
Crit Volume:	206			248			514			272		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	172	998	74	114	619	23	29	157	157	50	178	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	998	74	114	619	23	29	157	157	50	178	174
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	172	998	0	114	619	0	29	157	0	50	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	998	0	114	619	0	29	157	0	50	178	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	172	998	0	114	619	0	29	157	0	50	178	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.00	0.08	0.14	0.00	0.02	0.05	0.00	0.03	0.06	0.00
Crit Volume:		333		114				79		50		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.673
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	477	528	203	141	448	174	235	1171	418	136	1412	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:	477	528	203	141	448	174	235	1171	418	136	1412	69
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	477	528	0	141	448	0	235	1171	0	136	1412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	528	0	141	448	0	235	1171	0	136	1412	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	477	528	0	141	448	0	235	1171	0	136	1412	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.00	0.05	0.10	0.00	0.08	0.27	0.00	0.05	0.32	0.00
Crit Volume:	238			149			118			471		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.636
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	66	1162	29	103	838	310	342	215	31	36	180	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1162	29	103	838	310	342	215	31	36	180	117
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	66	1162	0	103	838	0	342	215	0	36	180	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1162	0	103	838	0	342	215	0	36	180	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	66	1162	0	103	838	0	342	215	0	36	180	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.00	0.07	0.19	0.00	0.24	0.07	0.00	0.02	0.06	0.00
Crit Volume:		387			103			342			90	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.179
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	1! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	20	8	1	2	29	357	17	34	382	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	20	8	1	2	29	357	17	34	382	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	20	8	1	2	29	357	17	34	382	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	20	8	1	2	29	357	17	34	382	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	0	20	8	1	2	29	357	17	34	382	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.00	0.69	0.89	0.11	1.00	1.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	450	0	1000	1289	161	1450	1450	2768	132	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.00	0.02	0.13	0.13	0.02	0.13	0.02
Crit Volume:			29		9				187	34		
Crit Moves:			****		****				****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap. (X): 0.297
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	5	575	34	80	794	11	11	1	3	11	1	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:	5	575	34	80	794	11	11	1	3	11	1	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:	5	575	34	80	794	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	575	34	80	794	11	11	1	3	11	1	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:	5	575	34	80	794	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.97	0.03	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2738	162	1450	2860	40	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.21	0.06	0.28	0.28	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:	5				403		11				12	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.406
Loss Time (sec): 12 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:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	185	37	62	32	17	66	83	590	154	151	645	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:	185	37	62	32	17	66	83	590	154	151	645	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	37	62	32	17	66	83	590	154	151	645	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	37	62	32	17	66	83	590	154	151	645	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	37	62	32	17	66	83	590	154	151	645	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.67	0.33	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2417	483	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.06	0.20	0.11	0.10	0.22	0.02
Crit Volume:		111			32			295		151		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.263
Loss Time (sec): 0 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			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	2	0	1	1	1	0	0	1	0	
Volume Module:												
Base Vol:	8	587	36	50	496	5	10	0	2	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:	8	587	36	50	496	5	10	0	2	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	587	36	50	496	5	10	0	2	12	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	587	36	50	496	5	10	0	2	12	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	587	36	50	496	5	10	0	2	12	0	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.02	0.03	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Volume:		294			50			5				33
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.321
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	427	8	17	17	10	17	19	381	297	31	360	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	8	17	17	10	17	19	381	297	31	360	23
User Adj:	1.00	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:	427	8	17	17	10	17	19	381	297	31	360	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	8	17	17	10	17	19	381	297	31	360	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	427	8	17	17	10	17	19	381	297	31	360	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.63	0.37	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2847	53	1450	913	537	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.01	0.02	0.02	0.01	0.01	0.13	0.20	0.02	0.12	0.02
Crit Volume:		218			27			191		31		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.333
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Ovl			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	1!	0	0	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	80	2	52	6	2	11	21	654	60	62	769	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2	52	6	2	11	21	654	60	62	769	3
User Adj:	1.00	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:	80	2	52	6	2	11	21	654	60	62	769	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2	52	6	2	11	21	654	60	62	769	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	2	52	6	2	11	21	654	60	62	769	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.19	0.03	0.78	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1731	43	1125	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.01	0.01	0.01	0.01	0.23	0.04	0.04	0.27	0.00
Crit Volume:		67				11	21				385	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.282
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	86	2	46	32	2	3	26	486	46	70	605	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:	86	2	46	32	2	3	26	486	46	70	605	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:	86	2	46	32	2	3	26	486	46	70	605	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2	46	32	2	3	26	486	46	70	605	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:	86	2	46	32	2	3	26	486	46	70	605	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.95	0.05	1.00	0.87	0.05	0.08	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2834	66	1450	1254	78	118	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.02	0.17	0.03	0.05	0.21	0.02
Crit Volume:	44					37	26				303	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap. (X): 0.294
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	15	645	104	7	564	61	24	16	8	52	30	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	645	104	7	564	61	24	16	8	52	30	5
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	645	104	7	564	0	24	16	8	52	30	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	645	104	7	564	0	24	16	8	52	30	5
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:	15	645	104	7	564	0	24	16	8	52	30	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.60	0.34	0.06
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	1500	1500	897	517	86
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.07	0.00	0.19	0.00	0.02	0.01	0.01	0.06	0.06	0.06
Crit Volume:		323			7		24				87	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.111
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	355	0	0	243	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	355	0	0	243	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	355	0	0	243	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	355	0	0	243	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	355	0	0	243	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		178		0			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 9 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			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 2	0 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	15	703	0	0	642	35	23	0	11	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:	15	703	0	0	642	35	23	0	11	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	703	0	0	642	35	23	0	11	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	703	0	0	642	35	23	0	11	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:	15	703	0	0	642	35	23	0	11	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.00	0.00	0.21	0.02	0.02	0.00	0.01	0.00	0.00	0.00
Crit Volume:		352		0			23				0	
Crit Moves:		****		****			****					

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.805
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	1	1	0	3	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	886	879	62	156	987	129	231	298	561	71	328	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	886	879	62	156	987	129	231	298	561	71	328	60
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	886	879	62	156	987	0	231	298	561	71	328	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	886	879	62	156	987	0	231	298	561	71	328	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	886	879	62	156	987	0	231	298	561	71	328	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.31	0.30	0.04	0.11	0.23	0.00	0.16	0.10	0.39	0.05	0.11	0.04
Crit Volume:	443			329			231			164		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.242
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	3	0	1	0	1	0	0	1	1	1	0	0	1
Volume Module:												
Base Vol:	23	425	79	23	812	26	9	8	29	78	2	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	425	79	23	812	26	9	8	29	78	2	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	425	79	23	812	26	9	8	29	78	2	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	425	79	23	812	26	9	8	29	78	2	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	425	79	23	812	26	9	8	29	78	2	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.53	0.47	1.00	1.95	0.05	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	768	682	1450	2828	73	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.15	0.05	0.02	0.19	0.02	0.01	0.01	0.02	0.03	0.03	0.02
Crit Volume:	23			271			17			40		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.265
Loss Time (sec): 9 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			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	2	0	1	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	3	772	15	10	436	44	136	2	3	47	1	10
Growth Adj:	1.00	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	772	15	10	436	44	136	2	3	47	1	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	3	772	15	10	436	44	136	2	0	47	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	772	15	10	436	44	136	2	0	47	1	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	3	772	15	10	436	44	136	2	0	47	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.97	0.03	1.00	0.98	0.02	1.00
Final Sat.:	1450	4350	1450	1450	2900	1450	2858	42	1450	1420	30	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.01	0.01	0.15	0.03	0.05	0.05	0.00	0.03	0.03	0.00
Crit Volume:		257		10			69				48	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.735
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1750	151	75	1454	0	0	0	0	152	0	116
Growth Adj:	1.00	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	1750	151	75	1454	0	0	0	0	152	0	116
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1750	151	75	1454	0	0	0	0	152	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1750	151	75	1454	0	0	0	0	152	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1750	151	75	1454	0	0	0	0	152	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.10	0.05	0.48	0.00	0.00	0.00	0.00	0.10	0.00	0.00
Crit Volume:		875		75				0		152		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec): 120 Critical Vol./Cap. (X): 0.242
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ignore				Ignore				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:	2	0	2	0 1	2	0	2	0 1	2	0	0	0 1	3	0	1	0 1
Volume Module:																
Base Vol:	9	424	0		0	569	4		149	0	146		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:	9	424	0		0	569	4		149	0	146		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	9	424	0		0	569	0		149	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	424	0		0	569	0		149	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	9	424	0		0	569	0		149	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	0.00	1.00		3.00	1.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	0	1500		4500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.00		0.00	0.19	0.00		0.05	0.00	0.00		0.00	0.00	0.00	
Crit Volume:	5				285				75					0		
Crit Moves:	****				****				****							

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #55 Foothills Bl & HP South

Cycle (sec): 120 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Ovl				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	2	0 1	1	0	1	1 0	0	1	0	1 0	1	0	1	0 1
Volume Module:																
Base Vol:	11	437	34		26	714	0		15	3	149		117	3	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:	11	437	34		26	714	0		15	3	149		117	3	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	11	437	34		26	714	0		15	3	149		117	3	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	437	34		26	714	0		15	3	149		117	3	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:	11	437	34		26	714	0		15	3	149		117	3	81	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	0.00		0.18	0.82	1.00		1.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	0		269	1231	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.15	0.02		0.02	0.24	0.00		0.06	0.00	0.10		0.08	0.00	0.05	
Crit Volume:	0				357						149		117			
Crit Moves:	****				****						****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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:	Ignore			Ignore			Ovl			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	260	857	56	270	1006	265	240	273	83	249	512	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	857	56	270	1006	265	240	273	83	249	512	120
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	857	0	270	1006	0	240	273	83	249	512	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	857	0	270	1006	0	240	273	83	249	512	120
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	857	0	270	1006	0	240	273	83	249	512	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.00	0.19	0.23	0.00	0.17	0.09	0.06	0.17	0.18	0.08
Crit Volume:	260			335			240			256		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	142	1067	107	28	1378	118	95	15	95	70	14	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	1067	107	28	1378	118	95	15	95	70	14	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	1067	107	28	1378	118	95	15	95	70	14	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	1067	107	28	1378	118	95	15	95	70	14	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	142	1067	107	28	1378	118	95	15	95	70	14	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.73	0.27	1.00	2.76	0.24	0.86	0.14	1.00	0.83	0.17	1.00
Final Sat.:	1450	3954	396	1450	4007	343	1252	198	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.27	0.27	0.02	0.34	0.34	0.08	0.08	0.07	0.06	0.06	0.02
Crit Volume:	142					499		110			84	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	3	0 2	0 1
Volume Module:												
Base Vol:	343	343	577	222	594	118	148	992	121	846	1166	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	343	577	222	594	118	148	992	121	846	1166	112
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	343	343	0	222	594	0	148	992	0	846	1166	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	343	0	222	594	0	148	992	0	846	1166	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	343	343	0	222	594	0	148	992	0	846	1166	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	4350	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.08	0.14	0.00	0.05	0.23	0.00	0.19	0.40	0.00
Crit Volume:	172			198			74			583		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap. (X): 0.418
Loss Time (sec): 12 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:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	51	1302	38	28	1324	49	33	0	26	21	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1302	38	28	1324	49	33	0	26	21	0	17
User Adj:	1.00	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:	51	1302	38	28	1324	49	33	0	26	21	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1302	38	28	1324	49	33	0	26	21	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	51	1302	38	28	1324	49	33	0	26	21	0	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.91	0.09	1.00	2.89	0.11	0.56	0.00	0.44	0.55	0.00	0.45
Final Sat.:	1450	4227	123	1450	4195	155	811	0	639	801	0	649
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.31	0.02	0.32	0.32	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	51					458			59			38
Crit Moves:	****					****			****			****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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:	Ignore				Include				Ovl				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	3	0 1	1	0	2	1 0	1	0	2	0 1	2	0	1	0 1
Volume Module:																
Base Vol:	45	1851		65	83	1436		84	81	35		51	185		64	130
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	45	1851		65	83	1436		84	81	35		51	185		64	130
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Volume:	45	1851		0	83	1436		84	81	35		51	185		64	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	45	1851		0	83	1436		84	81	35		51	185		64	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
FinalVolume:	45	1851		0	83	1436		84	81	35		51	185		64	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	1.00	2.83		0.17	1.00	2.00		1.00	2.00		1.00	1.00
Final Sat.:	1450	4350		1450	1450	4110		240	1450	2900		1450	2900		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.03	0.43		0.00	0.06	0.35		0.35	0.06	0.01		0.04	0.06		0.04	0.00
Crit Volume:		617				83				81					64	
Crit Moves:		****				****				****					****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore				Ovl				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	1	1	0 1	2	1	1	0 1
Volume Module:																
Base Vol:	88	1486		158	204	1082		154	310	62		109	215		67	181
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	88	1486		158	204	1082		154	310	62		109	215		67	181
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
PHF Volume:	88	1486		0	204	1082		154	310	62		0	215		67	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	88	1486		0	204	1082		154	310	62		0	215		67	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00
FinalVolume:	88	1486		0	204	1082		154	310	62		0	215		67	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	3.00	1.00		1.00	3.00		1.00	1.00
Final Sat.:	2900	4350		1450	2900	4350		1450	4350	1450		1450	4350		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.03	0.34		0.00	0.07	0.25		0.11	0.07	0.04		0.00	0.05		0.05	0.00
Crit Volume:		495				102				103					72	
Crit Moves:		****				****				****					****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.494
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	24	1275	1	15	1041	91	60	0	22	2	1	1
Growth Adj:	1.00	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	1275	1	15	1041	91	60	0	22	2	1	1
User Adj:	1.00	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	1275	1	15	1041	91	60	0	22	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1275	1	15	1041	91	60	0	22	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1275	1	15	1041	91	60	0	22	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.44	0.01	0.36	0.06	0.04	0.00	0.02	0.00	0.00	0.00
Crit Volume:		638			15			60			3	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.821
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	484	714	23	610	539	348	342	1012	396	94	1525	684
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	714	23	610	539	348	342	1012	396	94	1525	684
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	484	714	0	610	539	0	342	1012	0	94	1525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	714	0	610	539	0	342	1012	0	94	1525	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	484	714	0	610	539	0	342	1012	0	94	1525	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.00	0.14	0.19	0.00	0.12	0.23	0.00	0.03	0.35	0.00
Crit Volume:	242				270		171				508	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #64 Harding & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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:	2	0 1	1 0	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	237	972	3	6	848	186	267	1	220	8	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	972	3	6	848	186	267	1	220	8	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	972	3	6	848	186	267	1	220	8	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	972	3	6	848	186	267	1	220	8	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	237	972	3	6	848	186	267	1	220	8	10	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	0.44	0.56	1.00
Final Sat.:	2900	2891	9	1450	2900	1450	2889	11	1450	644	806	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.34	0.34	0.00	0.29	0.13	0.09	0.09	0.15	0.01	0.01	0.00
Crit Volume:	119				424		134				18	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #65 Harding Bl & Estates Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	74	629	0	31	869	199	164	8	63	18	6	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	629	0	31	869	199	164	8	63	18	6	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	629	0	31	869	199	164	8	63	18	6	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	629	0	31	869	199	164	8	63	18	6	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	74	629	0	31	869	199	164	8	63	18	6	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.63	0.37	1.39	0.07	0.54	0.75	0.25	1.00
Final Sat.:	1450	2900	0	1450	2360	540	2024	99	777	1088	363	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.02	0.37	0.37	0.08	0.08	0.08	0.02	0.02	0.02
Crit Volume:	74				534			118				25
Crit Moves:	****				****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	572	228	434	650	0	0	0	0	434	0	609
Growth Adj:	1.00	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	572	228	434	650	0	0	0	0	434	0	609
User Adj:	1.00	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	572	228	434	650	0	0	0	0	434	0	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	572	228	434	650	0	0	0	0	434	0	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	572	228	434	650	0	0	0	0	434	0	609
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.15	0.14	0.22	0.00	0.00	0.00	0.00	0.14	0.00	0.41
Crit Volume:		286		0			0					609
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	97	526	23	25	754	103	126	16	81	86	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	526	23	25	754	103	126	16	81	86	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	526	23	25	754	103	126	16	81	86	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	526	23	25	754	103	126	16	81	86	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	526	23	25	754	103	126	16	81	86	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.76	0.24	0.89	0.11	1.00	0.92	0.08	1.00
Final Sat.:	1500	2874	126	1500	2639	361	1331	169	1500	1387	113	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.02	0.29	0.29	0.09	0.09	0.05	0.06	0.06	0.03
Crit Volume:	97					429		142		86		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.165
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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:	Ovl				Ovl				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	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	7	5	10		113	8	34		29	228	12		9	182	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	7	5	10		113	8	34		29	228	12		9	182	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	5	10		113	8	34		29	228	12		9	182	88	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	5	10		113	8	34		29	228	12		9	182	88	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	7	5	10		113	8	34		29	228	12		9	182	88	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.58	0.42	1.00		0.93	0.07	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	875	625	1500		1401	99	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.08	0.08	0.02		0.02	0.08	0.01		0.01	0.06	0.06	
Crit Volume:		12			113					114			9			
Crit Moves:	****				****					****			****			

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.293
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
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:	0	1	0	0 1	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	32	0	69		0	0	0		0	485	22		103	814	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:	32	0	69		0	0	0		0	485	22		103	814	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	0	69		0	0	0		0	485	22		103	814	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	0	69		0	0	0		0	485	22		103	814	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:	32	0	69		0	0	0		0	485	22		103	814	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.91	0.09		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	2870	130		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.05		0.00	0.00	0.00		0.00	0.17	0.17		0.07	0.27	0.00	
Crit Volume:	32					0				0				407		
Crit Moves:	****								****					****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	0	0	0	1	0	2	1	0	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	43	0	244	347	669	0	0	636	133
Growth Adj:	1.00	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	43	0	244	347	669	0	0	636	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	0	244	347	669	0	0	636	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	0	244	347	669	0	0	636	133
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	0	244	347	669	0	0	636	133
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	1.00	1.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	1500	1500	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.08	0.23	0.45	0.00	0.00	0.21	0.09
Crit Volume:			0			43		669		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	46	133	35	41	48	41	33	356	41	121	446	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	133	35	41	48	41	33	356	41	121	446	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	133	35	41	48	41	33	356	41	121	446	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	133	35	41	48	41	33	356	41	121	446	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	133	35	41	48	41	33	356	41	121	446	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.79	0.21	1.00	0.54	0.46	1.00	1.79	0.21	1.00	1.81	0.19
Final Sat.:	1450	1148	302	1450	782	668	1450	2601	299	1450	2624	276
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.03	0.06	0.06	0.02	0.14	0.14	0.08	0.17	0.17
Crit Volume:			168			41			199	121		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.193
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	3	5	43	42	4	25	44	294	10	86	274	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:	3	5	43	42	4	25	44	294	10	86	274	56
User Adj:	1.00	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:	3	5	43	42	4	25	44	294	10	86	274	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	5	43	42	4	25	44	294	10	86	274	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	5	43	42	4	25	44	294	10	86	274	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.02	0.03	0.10	0.01	0.06	0.09	0.04
Crit Volume:			5			42		147		86		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	35	17	105	13	9	27	20	482	48	107	822	15
Growth Adj:	1.00	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	17	105	13	9	27	20	482	48	107	822	15
User Adj:	1.00	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:	35	17	105	13	9	27	20	482	48	107	822	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	17	105	13	9	27	20	482	48	107	822	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	17	105	13	9	27	20	482	48	107	822	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.59	0.41	1.00	1.00	1.82	0.18	1.00	1.96	0.04
Final Sat.:	976	474	1450	857	593	1450	1450	2637	263	1450	2848	52
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.07	0.02	0.02	0.02	0.01	0.18	0.18	0.07	0.29	0.29
Crit Volume:			52			22		20			419	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.290
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	29	0	2	9	475	0	0	721	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	29	0	2	9	475	0	0	721	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	29	0	2	9	475	0	0	721	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	29	0	2	9	475	0	0	721	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	29	0	2	9	475	0	0	721	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.94	0.00	0.06	1.00	2.00	0.00	0.00	1.81	0.19
Final Sat.:	0	0	0	1403	0	97	1500	3000	0	0	2721	279
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.16	0.00	0.00	0.26	0.27
Crit Volume:			0	29			9					398
Crit Moves:				****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.650
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	660	568	1	3	617	255	295	2	264	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	660	568	1	3	617	255	295	2	264	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	660	568	1	3	617	255	295	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	660	568	1	3	617	255	295	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	660	568	1	3	617	255	295	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	0.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	1440	10	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.23	0.20	0.20	0.00	0.21	0.18	0.20	0.20	0.00	0.00	0.00	0.00
Crit Volume:	330				309			297				7
Crit Moves:	****				****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.217
Loss Time (sec):	12	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:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	42	42	64	110	105	235	190	253	25	60	288	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	42	64	110	105	235	190	253	25	60	288	146
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	42	42	0	110	105	0	190	253	0	60	288	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	42	0	110	105	0	190	253	0	60	288	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	42	42	0	110	105	0	190	253	0	60	288	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.04	0.04	0.00	0.07	0.09	0.00	0.02	0.10	0.00
Crit Volume:		21			55			95			144	
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.795
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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			Ovl			Ovl			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	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	459	629	110	142	636	187	153	347	302	202	430	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	459	629	110	142	636	187	153	347	302	202	430	130
User Adj:	1.00	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:	459	629	110	142	636	187	153	347	302	202	430	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	459	629	110	142	636	187	153	347	302	202	430	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	459	629	110	142	636	187	153	347	302	202	430	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2468	432	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.32	0.25	0.25	0.10	0.22	0.13	0.11	0.12	0.21	0.14	0.15	0.09
Crit Volume:	459				318			174			202	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ignore			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	2 0 1	1	0	2 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	295	450	108	3	493	101	66	208	283	143	267	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	450	108	3	493	101	66	208	283	143	267	12
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	295	450	0	3	493	0	66	208	0	143	267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	450	0	3	493	0	66	208	0	143	267	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	295	450	0	3	493	0	66	208	0	143	267	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.16	0.00	0.00	0.17	0.00	0.05	0.07	0.00	0.10	0.09	0.00
Crit Volume:	295			247			104			143		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.330
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 0 1	0	0	0 0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	115	0	44	0	0	0	0	494	121	133	603	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:	115	0	44	0	0	0	0	494	121	133	603	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	44	0	0	0	0	494	121	133	603	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	44	0	0	0	0	494	121	133	603	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:	115	0	44	0	0	0	0	494	121	133	603	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.16	0.08	0.09	0.20	0.00
Crit Volume:	115			0			247			133		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	92	607	100	195	582	125	196	16	81	182	22	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	607	100	195	582	125	196	16	81	182	22	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	607	100	195	582	125	196	16	81	182	22	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	607	100	195	582	125	196	16	81	182	22	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	607	100	195	582	125	196	16	81	182	22	361
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.58	0.42	1.00	3.00	1.00	1.85	0.15	1.00	0.89	0.11	1.00
Final Sat.:	1450	3735	615	1450	4350	1450	2681	219	1450	1294	156	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.13	0.13	0.09	0.07	0.07	0.06	0.14	0.14	0.25
Crit Volume:			236	195				106			204	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.215
Loss Time (sec): 0 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:	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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	795	12	22	657	0	0	0	0	23	0	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	795	12	22	657	0	0	0	0	23	0	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	795	12	22	657	0	0	0	0	23	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	795	12	22	657	0	0	0	0	23	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	795	12	22	657	0	0	0	0	23	0	36
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.01	0.01	0.15	0.00	0.00	0.00	0.00	0.01	0.00	0.02
Crit Volume:		265		22			0					36
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	68	673	67	204	846	75	85	14	64	150	14	395
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	673	67	204	846	75	85	14	64	150	14	395
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	673	67	204	846	75	85	14	64	150	14	395
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	673	67	204	846	75	85	14	64	150	14	395
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	68	673	67	204	846	75	85	14	64	150	14	395
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.82	0.18	1.00	2.00	1.00	0.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	2637	263	1450	2900	1450	1245	205	1450	1326	124	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.26	0.14	0.29	0.05	0.07	0.07	0.04	0.11	0.11	0.27
Crit Volume:		370			0			99				395
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.115
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	3	1	5	5	1	9	3	251	15	10	214	12
Growth Adj:	1.00	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	1	5	5	1	9	3	251	15	10	214	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	5	5	1	9	3	251	15	10	214	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	5	5	1	9	3	251	15	10	214	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	5	1	9	3	251	15	10	214	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.11	0.56	0.33	0.07	0.60	1.00	1.89	0.11	1.00	1.89	0.11
Final Sat.:	483	161	806	483	97	870	1450	2736	164	1450	2746	154
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.09	0.09	0.01	0.08	0.08
Crit Volume:		9				15			133	10		
Crit Moves:		****				****			****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.290
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	5	0	13	22	0	23	8	299	2	5	375	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	22	0	23	8	299	2	5	375	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	22	0	23	8	299	2	5	375	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	22	0	23	8	299	2	5	375	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	13	22	0	23	8	299	2	5	375	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.99	0.01	1.00	0.99	0.01
Final Sat.:	1450	0	1450	1450	0	1450	1450	1440	10	1450	1438	12
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.02	0.00	0.02	0.01	0.21	0.21	0.00	0.26	0.26
Crit Volume:			13	22			8				378	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.723
Loss Time (sec):	12	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:	Ovl			Ovl			Ovl			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:	2	0	2 0 1	1	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	524	945	310	121	564	119	217	438	16	471	377	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	524	945	310	121	564	119	217	438	16	471	377	127
User Adj:	1.00	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:	524	945	310	121	564	119	217	438	16	471	377	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	945	310	121	564	119	217	438	16	471	377	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	524	945	310	121	564	119	217	438	16	471	377	127
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.21	0.08	0.19	0.08	0.07	0.15	0.01	0.16	0.13	0.09
Crit Volume:		472		121				219		236		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	23	705	1100	0	579	27	25	113	71	929	192	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:	23	705	1100	0	579	27	25	113	71	929	192	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	23	705	0	0	579	0	25	113	0	929	192	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	705	0	0	579	0	25	113	0	929	192	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	23	705	0	0	579	0	25	113	0	929	192	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.13	0.00	0.01	0.04	0.00	0.32	0.07	0.00
Crit Volume:		235		0				57		464		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	43	9	19	71	5	13	9	1909	17	84	1930	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	9	19	71	5	13	9	1909	17	84	1930	95
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	43	9	0	71	5	0	9	1909	0	84	1930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	9	0	71	5	0	9	1909	0	84	1930	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	43	9	0	71	5	0	9	1909	0	84	1930	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.01	0.00	0.05	0.00	0.00	0.01	0.44	0.00	0.06	0.44	0.00
Crit Volume:		9		71				636		84		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	73	1039	92	104	614	25	15	14	35	132	26	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1039	92	104	614	25	15	14	35	132	26	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1039	92	104	614	25	15	14	35	132	26	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1039	92	104	614	25	15	14	35	132	26	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1039	92	104	614	25	15	14	35	132	26	59
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.29	0.71	1.00	0.31	0.69
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	414	1036	1450	444	1006
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.06	0.07	0.14	0.02	0.01	0.03	0.03	0.09	0.06	0.06
Crit Volume:		346		104				49		132		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap. (X): 0.274
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	0 1	0 0	1	0 0	1! 0	0	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	2	123	85	49	99	1	1	1	2	123	1	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:	2	123	85	49	99	1	1	1	2	123	1	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:	2	123	85	49	99	1	1	1	2	123	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	123	85	49	99	1	1	1	2	123	1	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:	2	123	85	49	99	1	1	1	2	123	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.02	0.98	1.00	0.33	0.66	0.01	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	23	1427	1450	477	963	10	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.06	0.10	0.10	0.10	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:		125			149			0		123		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	47	0	31	60	1295	0	0	1320	73
Growth Adj:	1.00	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	31	60	1295	0	0	1320	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	47	0	31	60	1295	0	0	1320	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	47	0	31	60	1295	0	0	1320	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	47	0	31	60	1295	0	0	1320	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.04	0.43	0.00	0.00	0.44	0.05
Crit Volume:		0		47			60				660	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap. (X): 0.079
Loss Time (sec): 12 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:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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:	0	0	1! 0	0	0	1	0	1	0	1	2	0	1
Volume Module:												
Base Vol:	2	7	2	25	8	8	3	102	1	19	118	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	7	2	25	8	8	3	102	1	19	118	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	7	2	25	8	8	3	102	1	19	118	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	7	2	25	8	8	3	102	1	19	118	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	7	2	25	8	8	3	102	1	19	118	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.64	0.18	0.76	0.24	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	264	923	264	1098	352	1450	1450	2872	28	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.01	0.00	0.04	0.04	0.01	0.04	0.01
Crit Volume:		11			33			52			19	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 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	0	0	0	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	63	0	24	12	1289	0	0	1268	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:	0	0	0	63	0	24	12	1289	0	0	1268	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	63	0	24	12	1289	0	0	1268	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	63	0	24	12	1289	0	0	1268	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:	0	0	0	63	0	24	12	1289	0	0	1268	81
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.88	0.12
Final Sat.:	0	0	0	1086	0	414	1500	3000	0	0	2820	180
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.43	0.00	0.00	0.45	0.45
Crit Volume:	0					87	12					675
Crit Moves:						****	****					****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	3	0
Volume Module:												
Base Vol:	666	325	601	211	230	35	36	1271	710	644	1471	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	666	325	601	211	230	35	36	1271	710	644	1471	102
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	666	325	0	211	230	0	36	1271	0	644	1471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	666	325	0	211	230	0	36	1271	0	644	1471	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	666	325	0	211	230	0	36	1271	0	644	1471	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.11	0.00	0.07	0.05	0.00	0.01	0.29	0.00	0.15	0.34	0.00
Crit Volume:	222					77			424		215	
Crit Moves:	****					****			****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.459
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	77	0	6	10	1222	0	0	1145	153
Growth Adj:	1.00	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	77	0	6	10	1222	0	0	1145	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	6	10	1222	0	0	1145	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	6	10	1222	0	0	1145	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	6	10	1222	0	0	1145	153
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.01	0.41	0.00	0.00	0.38	0.10
Crit Volume:		0		77				611		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.751
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	289	1677	16	45	1729	204	458	5	332	71	4	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	1677	16	45	1729	204	458	5	332	71	4	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	289	1677	16	45	1729	204	458	5	332	71	4	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	1677	16	45	1729	204	458	5	332	71	4	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:	289	1677	16	45	1729	204	458	5	332	71	4	113
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.01	0.02	0.40	0.14	0.16	0.00	0.23	0.02	0.00	0.08
Crit Volume:	145				576				332	36		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ignore				Ovl				Ovl				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:	2	0	2	0 1	2	0	1	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	129	370	347		67	292	202		99	1505	153		247	1821	152	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	129	370	347		67	292	202		99	1505	153		247	1821	152	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	129	370	0		67	292	202		99	1505	153		247	1821	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	370	0		67	292	202		99	1505	153		247	1821	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	129	370	0		67	292	202		99	1505	153		247	1821	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	1.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	2900	1450		2900	1450	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.00		0.02	0.20	0.14		0.03	0.35	0.11		0.09	0.42	0.00	
Crit Volume:	65					292				50				607		
Crit Moves:	****					****				****				****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.403
Loss Time (sec): 9 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:	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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	7	0	183		0	0	0		0	1210	55		134	1442	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:	7	0	183		0	0	0		0	1210	55		134	1442	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	0	183		0	0	0		0	1210	55		134	1442	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	0	183		0	0	0		0	1210	55		134	1442	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:	7	0	183		0	0	0		0	1210	55		134	1442	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.87	0.13		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4304	196		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.12		0.00	0.00	0.00		0.00	0.28	0.28		0.09	0.32	0.00	
Crit Volume:			183		0						422		0			
Crit Moves:			****								****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	323	385	74	265	349	114	176	1139	171	164	1227	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	323	385	74	265	349	114	176	1139	171	164	1227	194
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	323	385	0	265	349	0	176	1139	0	164	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	323	385	0	265	349	0	176	1139	0	164	1227	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	323	385	0	265	349	0	176	1139	0	164	1227	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.00	0.09	0.12	0.00	0.06	0.39	0.00	0.06	0.42	0.00
Crit Volume:	162			175			88			614		
Crit Moves:	****			****			****			****		

City of Roseville
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Existing Plus Project PM Peak Hour

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

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	5	763	96	77	1238	24	11	8	7	53	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	763	96	77	1238	24	11	8	7	53	6	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	763	96	77	1238	24	11	8	7	53	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	763	96	77	1238	24	11	8	7	53	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	763	96	77	1238	24	11	8	7	53	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.96	0.04	0.58	0.42	1.00	0.90	0.10	1.00
Final Sat.:	1450	2576	324	1450	2845	55	839	611	1450	1303	147	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.05	0.44	0.44	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	5					631		19			59	
Crit Moves:	****					****		****			****	

City of Roseville
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Existing Plus Project PM Peak Hour

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

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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:	0	0	1 1	0	1	0 2	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	777	45	116	1200	0	0	0	0	33	0	97
Growth Adj:	1.00	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	777	45	116	1200	0	0	0	0	33	0	97
User Adj:	1.00	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	777	45	116	1200	0	0	0	0	33	0	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	777	45	116	1200	0	0	0	0	33	0	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	777	45	116	1200	0	0	0	0	33	0	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.89	0.11	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2836	164	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.08	0.40	0.00	0.00	0.00	0.00	0.02	0.00	0.06
Crit Volume:	0				600			0		33		
Crit Moves:	****				****					****		

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

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	56	741	46	42	1045	24	6	21	193	152	23	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:	56	741	46	42	1045	24	6	21	193	152	23	154
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:	56	741	46	42	1045	24	6	21	193	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	741	46	42	1045	24	6	21	193	152	23	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	56	741	46	42	1045	24	6	21	193	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.96	0.04	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2730	170	1450	2835	65	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.03	0.37	0.37	0.02	0.02	0.13	0.12	0.12	0.00
Crit Volume:	0				535				193		175	
Crit Moves:	****				****				****		****	

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

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.154
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	8	0	30	26	399	0	1	337	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:	0	0	0	8	0	30	26	399	0	1	337	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	8	0	30	26	399	0	1	337	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	8	0	30	26	399	0	1	337	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	8	0	30	26	399	0	1	337	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.02	0.02	0.13	0.00	0.00	0.11	0.01
Crit Volume:	0					30		200		1		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	50	0	83	0	0	0	0	1476	64	160	1597	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:	50	0	83	0	0	0	0	1476	64	160	1597	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	83	0	0	0	0	1476	64	160	1597	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	83	0	0	0	0	1476	64	160	1597	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:	50	0	83	0	0	0	0	1476	64	160	1597	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.06	0.00	0.00	0.00	0.00	0.33	0.04	0.11	0.35	0.00
Crit Volume:			83		0			492		160		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	13	3	14	326	5	91	68	1584	7	41	2025	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	3	14	326	5	91	68	1584	7	41	2025	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	3	14	326	5	91	68	1584	7	41	2025	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	3	14	326	5	91	68	1584	7	41	2025	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	13	3	14	326	5	91	68	1584	7	41	2025	306
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.62	0.38	1.00	1.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2356	544	1450	2856	44	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.06	0.05	0.36	0.00	0.03	0.47	0.21
Crit Volume:			8			166			68			675
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	5	1	12	144	1	15	13	1531	3	19	1717	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	12	144	1	15	13	1531	3	19	1717	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	12	144	1	15	13	1531	3	19	1717	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	12	144	1	15	13	1531	3	19	1717	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1	12	144	1	15	13	1531	3	19	1717	218
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.17	1.00	1.99	0.01	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1250	250	1500	2979	21	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.05	0.01	0.01	0.34	0.00	0.01	0.38	0.15
Crit Volume:				12		73		13			572	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	3	0 2	0 1	1	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	532	109	260	41	175	235	65	1569	308	146	2024	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	109	260	41	175	235	65	1569	308	146	2024	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	532	109	0	41	175	235	65	1569	0	146	2024	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	109	0	41	175	235	65	1569	0	146	2024	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	532	109	0	41	175	235	65	1569	0	146	2024	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.00	0.03	0.06	0.16	0.02	0.36	0.00	0.05	0.47	0.02
Crit Volume:	177					235	0				675	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.474
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1 0	0 1	1	1 0	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	63	16	185	114	18	80	35	1485	56	175	1701	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	16	185	114	18	80	35	1485	56	175	1701	163
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	63	16	0	114	18	0	35	1485	0	175	1701	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	16	0	114	18	0	35	1485	0	175	1701	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	63	16	0	114	18	0	35	1485	0	175	1701	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	0.41	1.00	1.73	0.27	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2313	587	1450	2505	395	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.05	0.05	0.00	0.01	0.34	0.00	0.06	0.39	0.00
Crit Volume:		40			66			495			88	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	89	0	375	444	1375	2	7	1810	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	89	0	375	444	1375	2	7	1810	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	89	0	375	444	1375	2	7	1810	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	89	0	375	444	1375	2	7	1810	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	89	0	375	444	1375	2	7	1810	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4344	6	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.15	0.32	0.32	0.00	0.42	0.06
Crit Volume:	2			45			222			603		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	397	214	65	327	182	97	136	1413	366	307	1875	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:	397	214	65	327	182	97	136	1413	366	307	1875	410
User Adj:	1.00	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:	397	214	65	327	182	97	136	1413	366	307	1875	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	214	65	327	182	97	136	1413	366	307	1875	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	397	214	65	327	182	97	136	1413	366	307	1875	410
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.04	0.11	0.06	0.07	0.05	0.32	0.25	0.11	0.43	0.28
Crit Volume:	199				91		68				625	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	16	2	30	90	3	182	193	1483	31	43	1744	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	2	30	90	3	182	193	1483	31	43	1744	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	16	2	0	90	3	0	193	1483	0	43	1744	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	2	0	90	3	0	193	1483	0	43	1744	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	16	2	0	90	3	0	193	1483	0	43	1744	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.89	0.11	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1289	161	1450	2806	94	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.13	0.34	0.00	0.03	0.40	0.00
Crit Volume:		18			47			193			581	
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1912	142	92	1347	0	0	0	0	76	0	73
Growth Adj:	1.00	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	1912	142	92	1347	0	0	0	0	76	0	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1912	142	92	1347	0	0	0	0	76	0	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1912	142	92	1347	0	0	0	0	76	0	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1912	142	92	1347	0	0	0	0	76	0	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.09	0.06	0.30	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		637			92			0			76	
Crit Moves:		****			****						****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.626
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	281	507	47	110	644	40	38	244	536	49	273	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	507	47	110	644	40	38	244	536	49	273	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	507	47	110	644	40	38	244	536	49	273	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	507	47	110	644	40	38	244	536	49	273	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	281	507	47	110	644	40	38	244	536	49	273	109
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.03	0.08	0.22	0.03	0.03	0.08	0.37	0.03	0.09	0.08
Crit Volume:	0				322				536	49		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec):	120	Critical Vol./Cap. (X):	0.494
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	157	1469	8	11	1209	50	133	27	239	5	13	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:	157	1469	8	11	1209	50	133	27	239	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1469	8	11	1209	50	133	27	239	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1469	8	11	1209	50	133	27	239	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1469	8	11	1209	50	133	27	239	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.11	0.34	0.01	0.01	0.28	0.03	0.09	0.02	0.16	0.00	0.02	0.02
Crit Volume:	157				403		133					24
Crit Moves:	****				****		****					****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	59	0	57	0	0	0	0	1084	81	64	755	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:	59	0	57	0	0	0	0	1084	81	64	755	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	0	57	0	0	0	0	1084	81	64	755	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	57	0	0	0	0	1084	81	64	755	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:	59	0	57	0	0	0	0	1084	81	64	755	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.36	0.05	0.04	0.25	0.00
Crit Volume:	59			0			542		64			
Crit Moves:	****						****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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:	Ignore			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	3	0	1	1	0	2	1	0	1	0	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	28	1289	123	214	1272	18	112	55	127	44	21	168
Growth Adj:	1.00	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	1289	123	214	1272	18	112	55	127	44	21	168
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	1289	0	214	1272	18	112	55	127	44	21	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1289	0	214	1272	18	112	55	127	44	21	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	1289	0	214	1272	18	112	55	127	44	21	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.96	0.04	1.00	0.30	0.70	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4289	61	1450	438	1012	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.00	0.15	0.30	0.30	0.08	0.13	0.13	0.03	0.01	0.00
Crit Volume:		430		214				182		44		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.483
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			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 3	0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	57	1706	0	0	1204	219	313	0	72	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	1706	0	0	1204	219	313	0	72	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1706	0	0	1204	219	313	0	72	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1706	0	0	1204	219	313	0	72	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:	57	1706	0	0	1204	219	313	0	72	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.00	0.00	0.27	0.15	0.10	0.00	0.05	0.00	0.00	0.00
Crit Volume:		569		0			157				0	
Crit Moves:		****			****		****					

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.801
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	547	1009	37	99	786	37	91	353	688	45	209	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:	547	1009	37	99	786	37	91	353	688	45	209	64
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	547	1009	0	99	786	0	91	353	0	45	209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	547	1009	0	99	786	0	91	353	0	45	209	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	547	1009	0	99	786	0	91	353	0	45	209	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.38	0.35	0.00	0.07	0.27	0.00	0.06	0.12	0.00	0.03	0.07	0.00
Crit Volume:	547				393			177		45		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.238
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1! 0	0
Volume Module:												
Base Vol:	101	327	18	5	289	8	4	5	76	19	4	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	327	18	5	289	8	4	5	76	19	4	1
User Adj:	1.00	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:	101	327	18	5	289	8	4	5	76	19	4	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	327	18	5	289	8	4	5	76	19	4	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	101	327	18	5	289	8	4	5	76	19	4	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.44	0.56	1.00	0.79	0.17	0.04
Final Sat.:	1450	2900	1450	1450	2900	1450	644	806	1450	1148	242	60
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.01	0.00	0.10	0.01	0.01	0.01	0.05	0.02	0.02	0.02
Crit Volume:	101				145				76		24	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0 1	0 0	1	0	1 0	0 1
Volume Module:												
Base Vol:	114	747	41	24	574	26	25	4	84	21	4	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	747	41	24	574	26	25	4	84	21	4	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	747	41	24	574	26	25	4	84	21	4	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	747	41	24	574	26	25	4	84	21	4	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:	114	747	41	24	574	26	25	4	84	21	4	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	1.91	0.09	0.86	0.14	1.00	0.84	0.16	1.00
Final Sat.:	1450	2749	151	1450	2774	126	1250	200	1450	1218	232	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.27	0.27	0.02	0.21	0.21	0.02	0.02	0.06	0.02	0.02	0.01
Crit Volume:			394	24				29			25	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.167
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	2	207	101	205	332	5	6	30	30	42	3	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	207	101	205	332	5	6	30	30	42	3	228
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	207	0	205	332	0	6	30	0	42	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	207	0	205	332	0	6	30	0	42	3	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	207	0	205	332	0	6	30	0	42	3	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1450	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.00	0.07	0.11	0.00	0.00	0.01	0.00	0.01	0.00	0.00
Crit Volume:		104		103				15		21		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0 0	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	43	12	14	16	16	37	76	772	63	33	642	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:	43	12	14	16	16	37	76	772	63	33	642	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:	43	12	14	16	16	37	76	772	63	33	642	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	12	14	16	16	37	76	772	63	33	642	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:	43	12	14	16	16	37	76	772	63	33	642	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.63	0.17	0.20	0.50	0.50	1.00	1.00	1.85	0.15	1.00	1.91	0.09
Final Sat.:	904	252	294	725	725	1450	1450	2681	219	1450	2771	129
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.02	0.02	0.03	0.05	0.29	0.29	0.02	0.23	0.23
Crit Volume:		69			32			418		33		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ovl			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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	350	278	373	447	0	0	0	0	281	0	380
Growth Adj:	1.00	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	350	278	373	447	0	0	0	0	281	0	380
User Adj:	1.00	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	350	278	373	447	0	0	0	0	281	0	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	350	278	373	447	0	0	0	0	281	0	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	350	278	373	447	0	0	0	0	281	0	380
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.19	0.25	0.30	0.00	0.00	0.00	0.00	0.19	0.00	0.25
Crit Volume:		350		373				0		281		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	8	1	11	13	0	128	175	259	25	12	225	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:	8	1	11	13	0	128	175	259	25	12	225	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:	8	1	11	13	0	128	175	259	25	12	225	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1	11	13	0	128	175	259	25	12	225	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:	8	1	11	13	0	128	175	259	25	12	225	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.05	0.55	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	580	73	798	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.09	0.02	0.01	0.08	0.02
Crit Volume:		20				128	175				113	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.371
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	2	1104		0	2	845		3	1		0	3	0		0	1
Growth Adj:	1.00	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	1104		0	2	845		3	1		0	3	0		0	1
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	2	1104		0	2	845		3	1		0	3	0		0	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	2	1104		0	2	845		3	1		0	3	0		0	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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	1104		0	2	845		3	1		0	3	0		0	1
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	0.00		1.00	0.00	1.00		1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	1500		0	1500	0	1500		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.37		0.00	0.00	0.28		0.00	0.00	0.00		0.00	0.00	0.00		0.00
Crit Volume:		552			2					3		0				
Crit Moves:		****			****					****		****				

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.455
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	0	1	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	198	884		3	1	704		117	124		2	131	3		5	3
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	198	884		3	1	704		117	124		2	131	3		5	3
User Adj:	1.00	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:	198	884		3	1	704		117	124		2	131	3		5	3
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	198	884		3	1	704		117	124		2	131	3		5	3
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	198	884		3	1	704		117	124		2	131	3		5	3
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	0.96	0.04		1.00	0.38	0.62		1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	1447		53	1500	563		938	1500
Capacity Analysis Module:																
Vol/Sat:	0.13	0.29		0.00	0.00	0.23		0.08	0.09	0.04		0.09	0.01	0.01		0.00
Crit Volume:	198					352			124					8		
Crit Moves:	****					****			****					****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Ignore			Ignore			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	74	895	25	208	925	128	95	262	37	19	169	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	895	25	208	925	128	95	262	37	19	169	189
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	74	895	0	208	925	0	95	262	0	19	169	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	895	0	208	925	0	95	262	0	19	169	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	74	895	0	208	925	0	95	262	0	19	169	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.14	0.32	0.00	0.07	0.18	0.00	0.01	0.06	0.00
Crit Volume:		447		208				262		19		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1 0	1	0	3 0 1	1	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	151	1058	48	106	935	61	213	10	238	92	4	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:	151	1058	48	106	935	61	213	10	238	92	4	56
User Adj:	1.00	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:	151	1058	48	106	935	61	213	10	238	92	4	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1058	48	106	935	61	213	10	238	92	4	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	1058	48	106	935	61	213	10	238	92	4	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	3.00	1.00	1.91	0.09	1.00	0.96	0.04	1.00
Final Sat.:	1450	4161	189	1450	4350	1450	2770	130	1450	1390	60	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.07	0.21	0.04	0.08	0.08	0.16	0.07	0.07	0.04
Crit Volume:		369		106					238		96	
Crit Moves:		****		****					****		****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 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:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	301	1437	76	18	1253	251	181	122	167	27	73	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1437	76	18	1253	251	181	122	167	27	73	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	1437	76	18	1253	251	181	122	167	27	73	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1437	76	18	1253	251	181	122	167	27	73	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	301	1437	76	18	1253	251	181	122	167	27	73	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.50	0.05	0.01	0.43	0.17	0.12	0.08	0.12	0.02	0.05	0.01
Crit Volume:	301			627			181			73		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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 2	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	244	1022	13	4	765	61	76	7	235	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1022	13	4	765	61	76	7	235	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	244	1022	13	4	765	61	76	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1022	13	4	765	61	76	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	244	1022	13	4	765	61	76	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.83	0.17	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2747	253	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.34	0.01	0.00	0.26	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	244			383			42			18		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	244	1162	229	76	796	45	59	182	184	200	140	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	244	1162	229	76	796	45	59	182	184	200	140	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	244	1162	229	76	796	45	59	182	184	200	140	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1162	229	76	796	45	59	182	184	200	140	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	244	1162	229	76	796	45	59	182	184	200	140	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.87	0.13
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	2900	1261	189
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.16	0.03	0.18	0.03	0.04	0.06	0.13	0.07	0.11	0.11
Crit Volume:		581			38			91				161
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	512	1416	339	28	1040	56	89	75	356	307	112	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	512	1416	339	28	1040	56	89	75	356	307	112	126
User Adj:	1.00	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:	512	1416	339	28	1040	56	89	75	356	307	112	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	512	1416	339	28	1040	56	89	75	356	307	112	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	512	1416	339	28	1040	56	89	75	356	307	112	126
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.09	0.91	1.00	1.69	0.62	0.69
Final Sat.:	2900	4350	1450	2900	4350	1450	1574	1326	1450	2453	894	1004
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.23	0.01	0.24	0.04	0.06	0.06	0.25	0.13	0.13	0.13
Crit Volume:	0				347				356			182
Crit Moves:	****				****				****			****

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

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

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.389
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	35	1270	31	12	834	94	97	17	65	33	14	17
Growth Adj:	1.00	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	1270	31	12	834	94	97	17	65	33	14	17
User Adj:	1.00	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:	35	1270	31	12	834	94	97	17	65	33	14	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1270	31	12	834	94	97	17	65	33	14	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1270	31	12	834	94	97	17	65	33	14	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.21	0.79	2.00	0.45	0.55
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	301	1149	2900	655	795
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.19	0.06	0.07	0.06	0.06	0.01	0.02	0.02
Crit Volume:		423		12			97					31
Crit Moves:		****		****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	37	1371	63	52	1428	39	45	15	29	34	10	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:	37	1371	63	52	1428	39	45	15	29	34	10	69
User Adj:	1.00	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	1371	63	52	1428	39	45	15	29	34	10	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1371	63	52	1428	39	45	15	29	34	10	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1371	63	52	1428	39	45	15	29	34	10	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	0.34	0.66	1.00	0.13	0.87
Final Sat.:	1500	2868	132	1500	2920	80	1500	511	989	1500	190	1310
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.03	0.49	0.49	0.03	0.03	0.03	0.02	0.05	0.05
Crit Volume:			717	52			45					79
Crit Moves:			****	****			****					****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.557
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	24	1424	50	14	1443	8	8	0	33	47	0	23
Growth Adj:	1.00	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	1424	50	14	1443	8	8	0	33	47	0	23
User Adj:	1.00	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	1424	50	14	1443	8	8	0	33	47	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1424	50	14	1443	8	8	0	33	47	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1424	50	14	1443	8	8	0	33	47	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.99	0.01	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2802	98	1450	2884	16	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.51	0.51	0.01	0.50	0.50	0.01	0.00	0.02	0.03	0.00	0.02
Crit Volume:			737		14				33	47		
Crit Moves:			****		****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.655
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	8	1417	41	37	1377	79	48	18	11	88	22	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1417	41	37	1377	79	48	18	11	88	22	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1417	41	37	1377	79	48	18	11	88	22	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1417	41	37	1377	79	48	18	11	88	22	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	1417	41	37	1377	79	48	18	11	88	22	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.89	0.11	0.63	0.23	0.14	0.52	0.13	0.35
Final Sat.:	1500	2916	84	1500	2837	163	935	351	214	781	195	524
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.02	0.49	0.49	0.05	0.05	0.05	0.11	0.11	0.11
Crit Volume:			729		37			48			169	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1463	43	87	1451	0	0	0	0	49	0	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1463	43	87	1451	0	0	0	0	49	0	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1463	43	87	1451	0	0	0	0	49	0	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1463	43	87	1451	0	0	0	0	49	0	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1463	43	87	1451	0	0	0	0	49	0	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2914	86	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.06	0.48	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			753	87				0		49		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.352
Loss Time (sec): 9 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:	Protected			Protected			Protected			Protected		
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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	760	33	114	720	0	0	0	0	18	0	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	760	33	114	720	0	0	0	0	18	0	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	760	33	114	720	0	0	0	0	18	0	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	760	33	114	720	0	0	0	0	18	0	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	760	33	114	720	0	0	0	0	18	0	78
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.92	0.08	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2875	125	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.08	0.24	0.00	0.00	0.00	0.00	0.01	0.00	0.05
Crit Volume:			397	114				0		18		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.690
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	0 1	1	0 1	0 1	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	8	749	74	159	793	15	2	2	5	78	5	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	749	74	159	793	15	2	2	5	78	5	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	749	74	159	793	15	2	2	5	78	5	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	749	74	159	793	15	2	2	5	78	5	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	749	74	159	793	15	2	2	5	78	5	134
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.22	0.22	0.56	0.94	0.06	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	322	322	806	1363	87	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.05	0.11	0.55	0.01	0.01	0.01	0.01	0.06	0.06	0.09
Crit Volume:		749		159				9			83	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	786	12	7	838	71	65	1	27	55	6	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	786	12	7	838	71	65	1	27	55	6	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	786	12	7	838	71	65	1	27	55	6	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	786	12	7	838	71	65	1	27	55	6	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	786	12	7	838	71	65	1	27	55	6	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.84	0.16	0.98	0.02	1.00	0.90	0.10	1.00
Final Sat.:	1450	2856	44	1450	2673	227	1428	22	1450	1307	143	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.28	0.00	0.31	0.31	0.05	0.05	0.02	0.04	0.04	0.02
Crit Volume:	59					455		66			61	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.205
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	306	140	33	423	0	0	0	0	96	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	306	140	33	423	0	0	0	0	96	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	306	140	33	423	0	0	0	0	96	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	306	140	33	423	0	0	0	0	96	0	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:	0	306	140	33	423	0	0	0	0	96	0	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.09	0.02	0.14	0.00	0.00	0.00	0.00	0.06	0.00	0.02
Crit Volume:	0				211			0		96		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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 0 1	1	0	0 0 1	1	0	0 1 0	1	0	2 0 1
Volume Module:												
Base Vol:	119	0	153	192	0	27	25	836	65	119	907	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	0	153	192	0	27	25	836	65	119	907	249
User Adj:	1.00	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:	119	0	153	192	0	27	25	836	65	119	907	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	0	153	192	0	27	25	836	65	119	907	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	0	153	192	0	27	25	836	65	119	907	249
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	1345	105	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.11	0.13	0.00	0.02	0.02	0.62	0.62	0.08	0.31	0.17
Crit Volume:			153	192					901	119		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	0 1	0	0 1
Volume Module:												
Base Vol:	115	678	28	15	556	23	22	2	99	22	1	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:	115	678	28	15	556	23	22	2	99	22	1	8
User Adj:	1.00	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:	115	678	28	15	556	23	22	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	678	28	15	556	23	22	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	678	28	15	556	23	22	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.96	0.04	1.00	0.96	0.04	0.92	0.08	1.00	0.96	0.04	1.00
Final Sat.:	1450	1392	58	1450	1392	58	1329	121	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.49	0.49	0.01	0.40	0.40	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:			706	15				24			23	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	62	347	8	33	439	67	65	1	36	15	4	16
Growth Adj:	1.00	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	347	8	33	439	67	65	1	36	15	4	16
User Adj:	1.00	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:	62	347	8	33	439	67	65	1	36	15	4	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	347	8	33	439	67	65	1	36	15	4	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	62	347	8	33	439	67	65	1	36	15	4	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	0.98	0.02	1.00	0.79	0.21	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1428	22	1450	1145	305	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.01	0.02	0.30	0.05	0.05	0.05	0.02	0.01	0.01	0.01
Crit Volume:	62				439			66			19	
Crit Moves:	****				****			****			****	

City of Roseville
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Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 12 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			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	26	203	29	89	239	63	31	11	24	33	13	235
Growth Adj:	1.00	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	203	29	89	239	63	31	11	24	33	13	235
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	203	29	89	239	63	31	11	24	33	13	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	203	29	89	239	63	31	11	24	33	13	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	203	29	89	239	63	31	11	24	33	13	235
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.75	0.25	1.00	1.58	0.42	0.74	0.26	1.00	1.00	1.00	1.00
Final Sat.:	1450	2538	363	1450	2295	605	1070	380	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.06	0.10	0.10	0.03	0.03	0.02	0.02	0.01	0.16
Crit Volume:		116			0			42				235
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap. (X): 0.209
Loss Time (sec): 0 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:	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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	91	36	29	16	167	13	9	0	91	38	0	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:	91	36	29	16	167	13	9	0	91	38	0	8
User Adj:	1.00	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:	91	36	29	16	167	13	9	0	91	38	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	36	29	16	167	13	9	0	91	38	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	91	36	29	16	167	13	9	0	91	38	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.11	0.89	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	1606	1294	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.01	0.06	0.01	0.01	0.00	0.06	0.03	0.00	0.01
Crit Volume:	91				84				91	38		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	68	0	482	0	0	0	0	982	310	146	1198	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:	68	0	482	0	0	0	0	982	310	146	1198	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	68	0	0	0	0	0	0	982	0	146	1198	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	0	0	0	0	0	982	0	146	1198	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	68	0	0	0	0	0	0	982	0	146	1198	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.10	0.40	0.00
Crit Volume:	68			0			491			146		
Crit Moves:	****						****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	265	0	501	101	164	228	0	936	187	90	622	597
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	0	501	101	164	228	0	936	187	90	622	597
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	265	0	501	101	164	0	0	936	187	90	622	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	0	501	101	164	0	0	936	187	90	622	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	265	0	501	101	164	0	0	936	187	90	622	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	2.00	1.00
Final Sat.:	1500	0	3000	1500	3000	1500	0	6000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.00	0.17	0.07	0.05	0.00	0.00	0.16	0.12	0.03	0.21	0.00
Crit Volume:			251	101			0			311		
Crit Moves:			****	****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 6 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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	618	0	210	0	1211	554	0	1538	1148
Growth Adj:	1.00	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	618	0	210	0	1211	554	0	1538	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	618	0	210	0	1211	0	0	1538	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	618	0	210	0	1211	0	0	1538	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	618	0	210	0	1211	0	0	1538	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.13	0.00	0.38	0.00	0.00	0.48	0.00
Crit Volume:			0	309			0				769	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.404
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	691	139	752	597	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	0	0	0	691	139	752	597	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	691	139	752	597	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	691	139	752	597	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	691	139	752	597	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.09	0.25	0.20	0.00
Crit Volume:	0			0			230		376			
Crit Moves:							****		****			

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.823
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	483	0	629	0	0	0	0	1212	272	0	1019	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	0	629	0	0	0	0	1212	272	0	1019	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	483	0	629	0	0	0	0	1212	0	0	1019	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	0	629	0	0	0	0	1212	0	0	1019	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	483	0	629	0	0	0	0	1212	0	0	1019	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00	1.90	0.10
Final Sat.:	3000	0	1500	0	0	0	0	3000	0	1500	2846	154
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.42	0.00	0.00	0.00	0.00	0.40	0.00	0.00	0.36	0.36
Crit Volume:			629	0				606		0		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.585
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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	2	0
Volume Module:												
Base Vol:	0	0	0	17	0	250	0	1474	772	0	1721	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	17	0	250	0	1474	772	0	1721	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	17	0	0	0	1474	0	0	1721	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	17	0	0	0	1474	0	0	1721	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	17	0	0	0	1474	0	0	1721	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	1.00	2.00	0.00
Final Sat.:	0	0	0	1500	0	1500	0	3000	0	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.49	0.00	0.00	0.57	0.00
Crit Volume:				0			17			0	861	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				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:	0	0	2	0 1	0	0	2	0 1	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	1706	232		0	844	0		0	0	0		407	0	168	
Growth Adj:	1.00	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	1706	232		0	844	0		0	0	0		407	0	168	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1706	0		0	844	0		0	0	0		407	0	168	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1706	0		0	844	0		0	0	0		407	0	168	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1706	0		0	844	0		0	0	0		407	0	168	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		0.00	2.00	1.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3000	1500		0	3000	1500		0	0	0		3000	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.57	0.00		0.00	0.28	0.00		0.00	0.00	0.00		0.14	0.00	0.11	
Crit Volume:		853			0					0			204			
Crit Moves:		****			****								****			

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 1.114
Loss Time (sec): 6 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				Permitted				Permitted			
Rights:	Include				Include				Ignore				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	2	0 0	0	0	2	1 0	0	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	994	1679	0		0	1766	263		0	0	392		0	0	937	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	994	1679	0		0	1766	263		0	0	392		0	0	937	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	994	1679	0		0	1766	263		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	994	1679	0		0	1766	263		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	994	1679	0		0	1766	263		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.61	0.39		0.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	1500	3000	0		0	3917	583		0	0	1500		0	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.66	0.56	0.00		0.00	0.45	0.45		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Volume:	994						676		0					0		
Crit Moves:	****						****									

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.773
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 2	0	0 0
Volume Module:												
Base Vol:	0	2474	449	669	1483	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2474	449	669	1483	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2474	0	669	1483	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2474	0	669	1483	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2474	0	669	1483	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	2.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	3000	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.22	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		825		335			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	1.058
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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	1 0	1	2	0 0	0 1	1	0 2	0 1	0	0 3 0 1
Volume Module:												
Base Vol:	160	419	494	364	0	529	287	1058	306	0	1758	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	419	494	364	0	529	287	1058	306	0	1758	250
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	160	419	0	364	0	529	287	1058	0	0	1758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	419	0	364	0	529	287	1058	0	0	1758	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	160	419	0	364	0	529	287	1058	0	0	1758	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	1.00	1.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	1450	1450	2900	1450	0	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.29	0.00	0.13	0.00	0.36	0.20	0.36	0.00	0.00	0.40	0.00
Crit Volume:		419				529	0				586	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	18	1	10	17	0	30	54	555	4	4	514	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:	18	1	10	17	0	30	54	555	4	4	514	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	17	0	30	54	555	4	4	514	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	17	0	30	54	555	4	4	514	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	17	0	30	54	555	4	4	514	105
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.66	0.34
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	2408	492
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.02	0.04	0.19	0.19	0.00	0.21	0.21
Crit Volume:	18					30	54				310	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1313	107	58	1061	0	0	427	180	174	0	205
Growth Adj:	1.00	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	1313	107	58	1061	0	0	427	180	174	0	205
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1313	0	58	1061	0	0	427	180	174	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1313	0	58	1061	0	0	427	180	174	0	205
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1313	0	58	1061	0	0	427	180	174	0	205
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.00	0.04	0.37	0.00	0.00	0.15	0.12	0.06	0.00	0.14
Crit Volume:		657		58				214		87		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	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	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	52	1018	58	76	865	506	414	0	20	0	0	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1018	58	76	865	506	414	0	20	0	0	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1018	58	76	865	506	414	0	20	0	0	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1018	58	76	865	506	414	0	20	0	0	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1018	58	76	865	506	414	0	20	0	0	51
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.04	0.05	0.20	0.35	0.14	0.00	0.01	0.00	0.00	0.04
Crit Volume:		339			76			207			0	
Crit Moves:		****			****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.282
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1120	82	10	875	0	0	0	0	39	0	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:	0	1120	82	10	875	0	0	0	0	39	0	8
User Adj:	1.00	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	1120	82	10	875	0	0	0	0	39	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1120	82	10	875	0	0	0	0	39	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1120	82	10	875	0	0	0	0	39	0	8
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.83	0.00	0.17
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1245	0	255
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.05	0.01	0.19	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		373		10					0	39		
Crit Moves:		****		****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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:	0	0	1	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			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:	0	0	0	0	0	1	1	0	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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			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	1	0 0	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.159
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	90	0	150	0	0	0	0	13	37	52	28	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:	90	0	150	0	0	0	0	13	37	52	28	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	150	0	0	0	0	13	37	52	28	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	150	0	0	0	0	13	37	52	28	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:	90	0	150	0	0	0	0	13	37	52	28	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.00	0.00	0.00	0.00	0.01	0.02	0.03	0.02	0.00
Crit Volume:			150	0					37	52		
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.113
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	29	278	71	7	106	1	1	4	11	53	10	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:	29	278	71	7	106	1	1	4	11	53	10	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	278	71	7	106	1	1	4	11	53	10	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	278	71	7	106	1	1	4	11	53	10	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	278	71	7	106	1	1	4	11	53	10	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.05	0.00	0.02	0.00	0.00	0.00	0.01	0.04	0.00	0.01
Crit Volume:			93		7				11	53		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.325
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	41	0	47	192	880	0	0	556	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:	0	0	0	41	0	47	192	880	0	0	556	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	0	47	192	880	0	0	556	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	47	192	880	0	0	556	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:	0	0	0	41	0	47	192	880	0	0	556	81
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.29	0.00	0.00	0.19	0.05
Crit Volume:	0					47		440		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.237
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	112	9	208	0	3	0	0	61	52	62	135	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:	112	9	208	0	3	0	0	61	52	62	135	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	9	208	0	3	0	0	61	52	62	135	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	9	208	0	3	0	0	61	52	62	135	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:	112	9	208	0	3	0	0	61	52	62	135	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.14	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.09	0.00
Crit Volume:			208		0			0			135	
Crit Moves:			****	****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.296
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	25	456	272	23	140	8	7	52	5	108	113	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	456	272	23	140	8	7	52	5	108	113	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	456	272	23	140	8	7	52	5	108	113	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	456	272	23	140	8	7	52	5	108	113	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	456	272	23	140	8	7	52	5	108	113	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.19	0.02	0.03	0.01	0.00	0.02	0.00	0.07	0.04	0.01
Crit Volume:			272	23				26		108		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	76	0	180	560	1017	0	0	962	207
Growth Adj:	1.00	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	76	0	180	560	1017	0	0	962	207
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	180	560	1017	0	0	962	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	180	560	1017	0	0	962	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	76	0	180	560	1017	0	0	962	207
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.12	0.19	0.34	0.00	0.00	0.32	0.14
Crit Volume:				0			38			280		
Crit Moves:				****			****			****		

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City of Roseville
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Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.226
Loss Time (sec): 0 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:	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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	65	72	16	5	31	49	68	291	44	27	290	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	72	16	5	31	49	68	291	44	27	290	7
User Adj:	1.00	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:	65	72	16	5	31	49	68	291	44	27	290	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	72	16	5	31	49	68	291	44	27	290	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	65	72	16	5	31	49	68	291	44	27	290	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.05	0.01	0.00	0.02	0.03	0.05	0.10	0.03	0.02	0.10	0.00
Crit Volume:	65					49	68				145	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	193	0	24	78	1016	0	0	1139	293
Growth Adj:	1.00	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	193	0	24	78	1016	0	0	1139	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	193	0	24	78	1016	0	0	1139	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	193	0	24	78	1016	0	0	1139	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	193	0	24	78	1016	0	0	1139	293
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.05	0.34	0.00	0.00	0.38	0.20
Crit Volume:				193			78				570	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.117
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	1	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	27	0	38	0	0	0	0	128	19	64	276	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:	27	0	38	0	0	0	0	128	19	64	276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	0	38	0	0	0	0	128	19	64	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	0	38	0	0	0	0	128	19	64	276	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:	27	0	38	0	0	0	0	128	19	64	276	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.04	0.01	0.04	0.09	0.00
Crit Volume:			38		0			0			138	
Crit Moves:			****				****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.248
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	91	77	106	5	43	18	23	310	74	70	411	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	77	106	5	43	18	23	310	74	70	411	1
User Adj:	1.00	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:	91	77	106	5	43	18	23	310	74	70	411	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	77	106	5	43	18	23	310	74	70	411	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	91	77	106	5	43	18	23	310	74	70	411	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.07	0.00	0.03	0.01	0.02	0.11	0.05	0.05	0.14	0.00
Crit Volume:	91				43			155			70	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	60	0	27	110	1228	0	0	1349	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	27	110	1228	0	0	1349	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	27	110	1228	0	0	1349	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	27	110	1228	0	0	1349	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	27	110	1228	0	0	1349	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.02	0.07	0.41	0.00	0.00	0.45	0.06
Crit Volume:			0			60			110			675
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	264	0	3	15	913	0	0	465	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	264	0	3	15	913	0	0	465	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	264	0	3	15	913	0	0	465	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	264	0	3	15	913	0	0	465	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	264	0	3	15	913	0	0	465	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.01	0.30	0.00	0.00	0.16	0.05
Crit Volume:			0			264			457			0
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.330
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	96	573	273	2	173	77	176	51	25	58	28	4
Growth Adj:	1.00	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	573	273	2	173	77	176	51	25	58	28	4
User Adj:	1.00	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:	96	573	273	2	173	77	176	51	25	58	28	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	573	273	2	173	77	176	51	25	58	28	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	96	573	273	2	173	77	176	51	25	58	28	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.19	0.00	0.04	0.05	0.12	0.04	0.02	0.04	0.02	0.00
Crit Volume:			273		2		176				28	
Crit Moves:			****		****		****				****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.133
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	0	1	0	0	1	1	361	0	1	259	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:	10	0	1	0	0	1	1	361	0	1	259	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	1	0	0	1	1	361	0	1	259	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	1	0	0	1	1	361	0	1	259	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:	10	0	1	0	0	1	1	361	0	1	259	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.00	0.09	0.00
Crit Volume:	10						1		181		1	
Crit Moves:	****						****		****		****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.198
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	0	41	0	1	5	3	366	22	63	458	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:	11	0	41	0	1	5	3	366	22	63	458	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	41	0	1	5	3	366	22	63	458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	41	0	1	5	3	366	22	63	458	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:	11	0	41	0	1	5	3	366	22	63	458	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.13	0.02	0.04	0.16	0.00
Crit Volume:			41	0				183		63		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.071
Loss Time (sec): 0 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:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	239	51	1	87	0	0	0	0	26	0	1
Growth Adj:	1.00	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	239	51	1	87	0	0	0	0	26	0	1
User Adj:	1.00	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	239	51	1	87	0	0	0	0	26	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	51	1	87	0	0	0	0	26	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	239	51	1	87	0	0	0	0	26	0	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		80		1				0		26		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.159
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	107	320	118	23	116	31	15	14	41	44	30	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	320	118	23	116	31	15	14	41	44	30	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	320	118	23	116	31	15	14	41	44	30	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	320	118	23	116	31	15	14	41	44	30	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	107	320	118	23	116	31	15	14	41	44	30	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.08	0.02	0.03	0.02	0.01	0.01	0.03	0.03	0.02	0.03
Crit Volume:	107				39				41	44		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.042
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	1	1	0	17	7	0	0	54	1	0	86	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:	1	1	0	17	7	0	0	54	1	0	86	39
User Adj:	1.00	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:	1	1	0	17	7	0	0	54	1	0	86	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1	0	17	7	0	0	54	1	0	86	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:	1	1	0	17	7	0	0	54	1	0	86	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00	0.03	0.03
Crit Volume:		1			17			0			43	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.085
Loss Time (sec):	0	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 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	327	63	0	117	0	0	0	0	19	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	327	63	0	117	0	0	0	0	19	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	327	63	0	117	0	0	0	0	19	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	327	63	0	117	0	0	0	0	19	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:	0	327	63	0	117	0	0	0	0	19	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		109		0				0		19		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	249	0	285	158	1328	0	0	981	161
Growth Adj:	1.00	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	249	0	285	158	1328	0	0	981	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	249	0	285	158	1328	0	0	981	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	249	0	285	158	1328	0	0	981	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	249	0	285	158	1328	0	0	981	161
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.19	0.11	0.44	0.00	0.00	0.33	0.11
Crit Volume:	0					285		664		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	0	0	112	0	1094	0	0	1057	107
Growth Adj:	1.00	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	0	0	112	0	1094	0	0	1057	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	112	0	1094	0	0	1057	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	112	0	1094	0	0	1057	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	112	0	1094	0	0	1057	107
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.07	0.00	0.36	0.00	0.00	0.35	0.07
Crit Volume:	0					112		547		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap. (X):	0.668
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	262	0	219	133	1076	0	0	1213	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	262	0	219	133	1076	0	0	1213	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	262	0	219	133	1076	0	0	1213	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	262	0	219	133	1076	0	0	1213	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	262	0	219	133	1076	0	0	1213	163
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.15	0.09	0.36	0.00	0.00	0.40	0.11
Crit Volume:				0			262			133		
Crit Moves:					****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	1	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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 0	1 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	46	558	184	16	462	5	28	14	43	144	15	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	558	184	16	462	5	28	14	43	144	15	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	558	184	16	462	5	28	14	43	144	15	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	558	184	16	462	5	28	14	43	144	15	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	46	558	184	16	462	5	28	14	43	144	15	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	0.99	0.01	0.67	0.33	1.00	0.78	0.08	0.14
Final Sat.:	1450	1450	1450	1450	1434	16	967	483	1450	1135	118	197
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.13	0.01	0.32	0.32	0.03	0.03	0.03	0.13	0.13	0.13
Crit Volume:		558			16			42			184	
Crit Moves:		****			****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
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:	0	0 1	0 1	0	0 1	0 1	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	0	262	201	0	250	193	174	201	3	189	280	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	262	201	0	250	193	174	201	3	189	280	6
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	262	201	0	250	0	174	201	3	189	280	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	262	201	0	250	0	174	201	3	189	280	6
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:	0	262	201	0	250	0	174	201	3	189	280	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	0.98	0.02
Final Sat.:	0	1500	1500	0	1500	1500	1500	1478	22	1500	1469	31
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.13	0.00	0.17	0.00	0.12	0.14	0.14	0.13	0.19	0.19
Crit Volume:		262		0					204			286
Crit Moves:		****		****					****			****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.384
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	120	59	62	12	54	24	23	341	178	40	267	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:	120	59	62	12	54	24	23	341	178	40	267	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	59	62	12	54	24	23	341	178	40	267	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	59	62	12	54	24	23	341	178	40	267	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	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:	120	59	62	12	54	24	46	341	178	40	267	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.67	0.33	1.00	0.13	0.60	0.27	0.06	0.94	1.00	0.12	0.77	0.11
Final Sat.:	1073	527	1600	213	960	427	101	1499	1600	186	1238	176
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.06	0.06	0.06	0.23	0.23	0.11	0.22	0.22	0.22
Crit Volume:	120					90			364		40	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec): 120 Critical Vol./Cap. (X): 0.354
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 22 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			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	1	0	0	1	0	0	1!	0	0	0	1! 0 0
Volume Module:												
Base Vol:	14	4	38	7	8	3	3	493	14	12	401	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	4	38	7	8	3	3	493	14	12	401	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	4	38	7	8	3	3	493	14	12	401	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	4	38	7	8	3	3	493	14	12	401	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	4	38	7	8	3	3	493	14	12	401	10
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.39	0.44	0.17	0.01	0.96	0.03	0.03	0.95	0.02
Final Sat.:	1244	356	1600	622	711	267	9	1547	44	45	1517	38
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.32	0.32	0.32	0.26	0.26	0.26
Crit Volume:			38		7			510			12	
Crit Moves:			****		****			****			****	

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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:	0	0	1! 0	0	0	1! 0	0	1	0	1	0	0 1 0
Volume Module:												
Base Vol:	76	12	231	18	69	13	5	336	45	255	270	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	12	231	18	69	13	5	336	45	255	270	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	12	231	18	69	13	5	336	45	255	270	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	12	231	18	69	13	5	336	45	255	270	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	12	231	18	69	13	5	336	45	255	270	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.04	0.72	0.18	0.69	0.13	1.00	0.88	0.12	1.00	0.99	0.01
Final Sat.:	357	56	1086	270	1035	195	1500	1323	177	1500	1478	22
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.21	0.07	0.07	0.07	0.00	0.25	0.25	0.17	0.18	0.18
Crit Volume:			319			18			381			274
Crit Moves:			****			****			****			****

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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:	2	0	2	0	1	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	447	877	25	22	701	56	68	86	184	88	99	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	877	25	22	701	56	68	86	184	88	99	23
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	447	877	25	22	701	0	68	86	184	88	99	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	447	877	25	22	701	0	68	86	184	88	99	23
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:	447	877	25	22	701	0	68	86	184	88	99	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	0.44	0.56	1.00	0.47	0.53	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	640	810	1450	682	768	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.30	0.02	0.02	0.24	0.00	0.11	0.11	0.13	0.13	0.13	0.02
Crit Volume:	224			351			154			187		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Existing Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	698	9	480	646	76	2	1	33	791
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	698	9	480	646	76	2	1	33	791
User Adj:	1.00	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:	1	34	10	698	9	480	646	76	2	1	33	791
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	698	9	480	646	76	2	1	33	791
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	698	9	480	646	76	2	1	33	791
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.97	0.03	1.00	1.78	0.21	0.01	0.03	0.97	2.00
Final Sat.:	41	1409	1450	2863	37	1450	2588	304	8	43	1407	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.24	0.24	0.33	0.25	0.25	0.25	0.02	0.02	0.27
Crit Volume:				35			0			362		396
Crit Moves:	****			****			****					****

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Existing Plus Project PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh Del/ C	V/	Future LOS	Veh Del/ C	V/	Change in
#306 Walerga Rd/PFE Rd	E	xxxxx	0.942	E	xxxxx	0.942	+ 0.000 V/C
#315 SR 99/ El Centro Rd	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
#30100 Locust/Baseline	F	129.8	1.399	F	129.8	1.399	+ 0.000 V/
#30300 Pleasent Grove N/Riego	F	51.6	1.072	F	51.6	1.072	+ 0.000 V/
#30400 Pleasent Grove S/Riego	F	87.7	1.288	F	87.7	1.288	+ 0.000 V/
#30500 Watt Ave/PFE Rd	F	246.9	1.807	F	246.9	1.807	+ 0.000 V/

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Existing Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.942
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0 0	1	0	1	0 0	1	0	1	0 0	1	0	1	0 0	1	0
Volume Module:																
Base Vol:	30	836	139		20	710	27		107	89	35		176	135	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:	30	836	139		20	710	27		107	89	35		176	135	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	836	139		20	710	27		107	89	35		176	135	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	836	139		20	710	27		107	89	35		176	135	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	836	139		20	710	27		107	89	35		176	135	32	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.86	0.14		1.00	0.96	0.04		1.00	0.72	0.28		1.00	0.81	0.19	
Final Sat.:	1375	1179	196		1375	1325	50		1375	987	388		1375	1112	263	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.71	0.71		0.01	0.54	0.54		0.08	0.09	0.09		0.13	0.12	0.12	
Crit Volume:			975			20				124			176			
Crit Moves:			****			****				****			****			

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Existing Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #315 SR 99/ El Centro Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.870
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	175	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			Ignore			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	0 1	0 0	1	1	0	0 1
Volume Module:												
Base Vol:	8	1971	715	35	833	3	11	18	19	255	13	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	1971	715	35	833	3	11	18	19	255	13	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	8	1971	715	35	833	3	11	18	0	255	13	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1971	715	35	833	3	11	18	0	255	13	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.10	1.00	1.00
FinalVolume:	8	1971	715	35	833	3	11	18	0	281	13	49
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.38	0.62	1.00	1.91	0.09	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	522	853	1375	2628	122	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.72	0.52	0.03	0.30	0.00	0.02	0.02	0.00	0.11	0.11	0.04
Crit Volume:		986			35			29			147	
Crit Moves:		****			****			****			****	

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Existing Plus Project PM
Sierra Vista

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30100 Locust/Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	1.399
Loss Time (sec):	0	Average Delay (sec/veh):	129.8
Optimal Cycle:	0	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:	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:	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	4	3	170	36	5	3	3	964	6	19	378	17
Growth Adj:	1.00	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	3	170	36	5	3	3	964	6	19	378	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	3	170	36	5	3	3	964	6	19	378	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	3	170	36	5	3	3	964	6	19	378	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	3	170	36	5	3	3	964	6	19	378	17
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:	0.02	0.02	0.96	0.82	0.11	0.07	0.00	0.99	0.01	0.05	0.91	0.04
Final Sat.:	13	10	549	381	53	32	2	689	4	30	590	27
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.09	0.09	0.09	1.40	1.40	1.40	0.64	0.64	0.64
Crit Moves:		****			****			****			****	
Delay/Veh:	11.6	11.6	11.6	10.8	10.8	10.8	204.5	204	204.5	17.5	17.5	17.5
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:	11.6	11.6	11.6	10.8	10.8	10.8	204.5	204	204.5	17.5	17.5	17.5
LOS by Move:	B	B	B	B	B	B	F	F	F	C	C	C
ApproachDel:		11.6			10.8			204.5			17.5	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		11.6			10.8			204.5			17.5	
LOS by Appr:		B			B			F			C	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.1	37.9	37.9	37.9	1.6	1.6	1.6

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM
Sierra Vista

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30300 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 1.072
Loss Time (sec): 0 Average Delay (sec/veh): 51.6
Optimal Cycle: 0 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:	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:	0	0	0	0	0	1!	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	66	0	4	6	817	0	0	351	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	66	0	4	6	817	0	0	351	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	66	0	4	6	817	0	0	351	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	66	0	4	6	817	0	0	351	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	66	0	4	6	817	0	0	351	54
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:	0.00	0.00	0.00	0.94	0.00	0.06	0.01	0.99	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	510	0	31	6	762	0	0	677	778
Capacity Analysis Module:												
Vol/Sat:	xxxx	xxxx	xxxx	0.13	xxxx	0.13	1.07	1.07	xxxx	xxxx	0.52	0.07
Crit Moves:				****				****			****	
Delay/Veh:	0.0	0.0	0.0	10.4	0.0	10.4	74.2	74.2	0.0	0.0	13.5	7.6
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	10.4	0.0	10.4	74.2	74.2	0.0	0.0	13.5	7.6
LOS by Move:	*	*	*	B	*	B	F	F	*	*	B	A
ApproachDel:	xxxxxx			10.4			74.2			12.7		
Delay Adj:	xxxxx			1.00			1.00			1.00		
ApprAdjDel:	xxxxxx			10.4			74.2			12.7		
LOS by Appr:	*			B			F			B		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	14.2	14.2	14.2	0.0	1.0	0.1

Note: Queue reported is the number of cars per lane.

Existing Plus Project PM
Sierra Vista

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30400 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 1.288
Loss Time (sec): 0 Average Delay (sec/veh): 87.7
Optimal Cycle: 0 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:	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:	0	0	1!	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	101	0	203	0	0	0	0	778	103	88	302	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:	101	0	203	0	0	0	0	778	103	88	302	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	0	203	0	0	0	0	778	103	88	302	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	0	203	0	0	0	0	778	103	88	302	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:	101	0	203	0	0	0	0	778	103	88	302	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:	0.33	0.00	0.67	0.00	0.00	0.00	0.00	1.00	1.00	0.23	0.77	0.00
Final Sat.:	194	0	390	0	0	0	0	604	684	135	464	0
Capacity Analysis Module:												
Vol/Sat:	0.52	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	1.29	0.15	0.65	0.65	xxxx
Crit Moves:	****							****			****	
Delay/Veh:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	161	8.9	19.0	19.0	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:	15.2	0.0	15.2	0.0	0.0	0.0	0.0	161	8.9	19.0	19.0	0.0
LOS by Move:	C	*	C	*	*	*	*	F	A	C	C	*
ApproachDel:	15.2			xxxxxx			143.1			19.0		
Delay Adj:	1.00			xxxxx			1.00			1.00		
ApprAdjDel:	15.2			xxxxxx			143.1			19.0		
LOS by Appr:	C			*			F			C		
AllWayAvgQ:	1.0	1.0	1.0	0.0	0.0	0.0	0.0	25.5	0.2	1.7	1.7	1.7

Note: Queue reported is the number of cars per lane.

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Existing Plus Project PM
Sierra Vista

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #30500 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.807
Loss Time (sec): 0 Average Delay (sec/veh): 246.9
Optimal Cycle: 0 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:	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	0	0	0	0
Lanes:	0	0	1! 0	0	0	1	0	0 0	0	0	1! 0	0	0	0	1! 0	0
Volume Module:																
Base Vol:	1	944	224	40	676	0	0	0	0	210	0	27				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	1	944	224	40	676	0	0	0	0	210	0	27				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	1	944	224	40	676	0	0	0	0	210	0	27				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1	944	224	40	676	0	0	0	0	210	0	27				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	1	944	224	40	676	0	0	0	0	210	0	27				
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:	0.01	0.80	0.19	0.06	0.94	0.00	0.00	1.00	0.00	0.89	0.00	0.11				
Final Sat.:	1	522	124	35	597	0	0	437	0	458	0	59				
Capacity Analysis Module:																
Vol/Sat:	1.81	1.81	1.81	1.13	1.13	xxxx	xxxx	0.00	xxxx	0.46	xxxx	0.46				
Crit Moves:		****			****			****			****					
Delay/Veh:	383.8	384	383.8	99.9	99.9	0.0	0.0	0.0	0.0	15.7	0.0	15.7				
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:	383.8	384	383.8	99.9	99.9	0.0	0.0	0.0	0.0	15.7	0.0	15.7				
LOS by Move:	F	F	F	F	F	*	*	*	*	C	*	C				
ApproachDel:	383.8			99.9			xxxxxx			15.7						
Delay Adj:	1.00			1.00			xxxxx			1.00						
ApprAdjDel:	383.8			99.9			xxxxxx			15.7						
LOS by Appr:	F			F			*			C						
AllWayAvgQ:	67.4	67.4	67.4	16.0	16.0	16.0	0.0	0.0	0.0	0.8	0.8	0.8				

Note: Queue reported is the number of cars per lane.

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Existing Plus Project
Sierra Vista
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in V/C
#309 Watt Ave/Elverta Rd	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
#310 Walerga Rd/Elverta Rd	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000
#311 Watt Ave/Antelope Rd	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
#313 Watt Ave/Elkhorn	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
#314 Walerga Rd/Elkhorn	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000

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Existing Plus Project
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	448	1261	573	209	666	301	453	518	82	254	207	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:	448	1261	573	209	666	301	453	518	82	254	207	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	448	1261	573	209	666	301	453	518	82	254	207	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	448	1261	573	209	666	301	453	518	82	254	207	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:	448	1261	573	209	666	301	453	518	82	254	207	99
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.28	0.38	0.07	0.15	0.20	0.15	0.17	0.05	0.08	0.07	0.07
Crit Volume:			573	104				259		0		
Crit Moves:			****	****				****		****		

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Existing Plus Project
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.724
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	489	913	119	177	965	96	404	277	365	168	224	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	913	119	177	965	96	404	277	365	168	224	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	489	913	119	177	965	96	404	277	365	168	224	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	913	119	177	965	96	404	277	365	168	224	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	489	913	119	177	965	96	404	277	365	168	224	91
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	3000	1500	3000	2133	867
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.08	0.06	0.32	0.06	0.13	0.09	0.24	0.06	0.11	0.10
Crit Volume:	245			483			202			158		
Crit Moves:	****			****			****			****		

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Existing Plus Project
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.824
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	105	1164	463	189	703	21	189	386	66	272	193	310
Growth Adj:	1.00	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	1164	463	189	703	21	189	386	66	272	193	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1164	463	189	703	21	189	386	66	272	193	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1164	463	189	703	21	189	386	66	272	193	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	105	1164	463	189	703	21	189	386	66	272	193	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.39	0.31	0.13	0.23	0.01	0.13	0.13	0.04	0.18	0.13	0.21
Crit Volume:		582		189				193		272		
Crit Moves:		****		****				****		****		

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Existing Plus Project
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 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:	Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	342	1253	83	368	879	219	456	449	216	171	534	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1253	83	368	879	219	456	449	216	171	534	340
User Adj:	1.00	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	1253	83	368	879	219	456	449	216	171	534	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1253	83	368	879	219	456	449	216	171	534	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1253	83	368	879	219	456	449	216	171	534	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.35	0.65	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2026	974	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.06	0.12	0.29	0.15	0.15	0.22	0.22	0.06	0.18	0.23
Crit Volume:		627		184			228				267	
Crit Moves:		****		****			****				****	

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Existing Plus Project
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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:	Ovl			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	201	1562	217	149	851	238	340	726	206	296	492	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1562	217	149	851	238	340	726	206	296	492	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1562	217	149	851	238	340	726	206	296	492	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1562	217	149	851	238	340	726	206	296	492	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	201	1562	217	149	851	238	340	726	206	296	492	101
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.34	0.66	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	3517	983	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.14	0.05	0.24	0.24	0.11	0.24	0.14	0.10	0.16	0.07
Crit Volume:		521		75				363		148		
Crit Moves:		****		****				****		****		

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Existing Plus Project
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.807
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module:												
Base Vol:	122	768	72	532	632	100	213	745	101	138	672	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	768	72	532	632	100	213	745	101	138	672	501
User Adj:	1.00	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:	122	768	72	532	632	100	213	745	101	138	672	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	768	72	532	632	100	213	745	101	138	672	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	122	768	72	532	632	100	213	745	101	138	672	501
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	1.76	0.24	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	2642	358	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.05	0.18	0.21	0.07	0.14	0.28	0.28	0.09	0.22	0.33
Crit Volume:		384			266			423			138	
Crit Moves:		****			****			****			****	

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2025 CIP NO PROJECT CONDITIONS
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	F	xxxxx	1.007	F	xxxxx	1.007	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 8 Blue Oaks & New Meadow	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	F	xxxxx	1.019	F	xxxxx	1.019	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	E	xxxxx	0.952	E	xxxxx	0.952	+ 0.000
# 13 Cirby & Sunrise	E	xxxxx	0.923	E	xxxxx	0.923	+ 0.000
# 14 Cirby Wy & Foothills Bl	E	xxxxx	0.945	E	xxxxx	0.945	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.935	E	xxxxx	0.935	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.030	F	xxxxx	1.030	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000
# 23 Cirby Wy & Vernon St	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000
# 25 Douglas & Rocky Ridge	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000
# 28 Douglas & Sunrise	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000
# 38 Eureka & N. Sunrise	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
# 39 Eureka & Rocky Ridge	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.374	A	xxxxx	0.374	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.365	A	xxxxx	0.365	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.498	A	xxxxx	0.498	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 55 Foothills Bl & HP South	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 62 Galleria & Berry	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.245	A	xxxxx	0.245	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.122	A	xxxxx	0.122	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.286	A	xxxxx	0.286	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.303	A	xxxxx	0.303	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.022	F	xxxxx	1.022	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
# 98 Pleasant Grove Bl & Woodcreek	B	xxxxx		0.635	B	xxxxx		0.635	+ 0.000
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx		0.545	A	xxxxx		0.545	+ 0.000
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx		0.519	A	xxxxx		0.519	+ 0.000
#101 Rocky Ridge Dr & Professional	A	xxxxx		0.581	A	xxxxx		0.581	+ 0.000
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx		0.092	A	xxxxx		0.092	+ 0.000
#103 Roseville Parkway & Chase	A	xxxxx		0.542	A	xxxxx		0.542	+ 0.000
#104 Roseville Parkway & Creekside	A	xxxxx		0.521	A	xxxxx		0.521	+ 0.000
#105 Roseville Parkway & Gibson	D	xxxxx		0.877	D	xxxxx		0.877	+ 0.000
#106 Roseville Parkway & N. Sunrise	C	xxxxx		0.756	C	xxxxx		0.756	+ 0.000
#107 Roseville Parkway & Reserve	A	xxxxx		0.530	A	xxxxx		0.530	+ 0.000
#108 Roseville Parkway & Secret Rav	A	xxxxx		0.553	A	xxxxx		0.553	+ 0.000
#109 Roseville Parkway & Taylor	D	xxxxx		0.893	D	xxxxx		0.893	+ 0.000
#110 Roseville Parkway & West Mall	A	xxxxx		0.469	A	xxxxx		0.469	+ 0.000
#111 Roseville Pw & Alexandra Dr	A	xxxxx		0.540	A	xxxxx		0.540	+ 0.000
#112 Roseville Pw & Eureka Rd	A	xxxxx		0.519	A	xxxxx		0.519	+ 0.000
#113 Roseville Pw & Lead Hill/Orvie	A	xxxxx		0.596	A	xxxxx		0.596	+ 0.000
#114 Roseville Pw & N Cirby Wy	A	xxxxx		0.410	A	xxxxx		0.410	+ 0.000
#115 Roseville Pw & Olympus Dr	A	xxxxx		0.553	A	xxxxx		0.553	+ 0.000
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx		0.464	A	xxxxx		0.464	+ 0.000
#117 Roseville Pw & Sierra College	A	xxxxx		0.528	A	xxxxx		0.528	+ 0.000
#118 Roseville Pw & Trestle Rd	A	xxxxx		0.550	A	xxxxx		0.550	+ 0.000
#119 Roseville Pw & Village/Slate C	A	xxxxx		0.460	A	xxxxx		0.460	+ 0.000
#120 Roseville Pw & Washington Bl	B	xxxxx		0.675	B	xxxxx		0.675	+ 0.000
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx		0.526	A	xxxxx		0.526	+ 0.000

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx		0.751	C	xxxxx		0.751	+ 0.000
#123 Secret Ravine & Scarborough/ P	A	xxxxx		0.286	A	xxxxx		0.286	+ 0.000
#124 Sierra College & Miners Ravine	A	xxxxx		0.516	A	xxxxx		0.516	+ 0.000
#125 Sierra College & Secret Ravine	A	xxxxx		0.500	A	xxxxx		0.500	+ 0.000
#126 Sierra College Bl & Eureka Rd	B	xxxxx		0.614	B	xxxxx		0.614	+ 0.000
#127 Sierra College Bl & Indigo Cre	A	xxxxx		0.457	A	xxxxx		0.457	+ 0.000
#128 Sierra College Bl & Old Auburn	A	xxxxx		0.574	A	xxxxx		0.574	+ 0.000
#129 Sierra College Bl & Olympus Dr	B	xxxxx		0.622	B	xxxxx		0.622	+ 0.000
#130 Stanford Ranch & Fairway	A	xxxxx		0.490	A	xxxxx		0.490	+ 0.000
#131 Stanford Ranch & Five Star	A	xxxxx		0.398	A	xxxxx		0.398	+ 0.000
#132 Stanford Ranch & Highland Park	A	xxxxx		0.313	A	xxxxx		0.313	+ 0.000
#133 Sunrise & Coloma	C	xxxxx		0.741	C	xxxxx		0.741	+ 0.000
#134 Sunrise & Sandringham/Kensingt	A	xxxxx		0.596	A	xxxxx		0.596	+ 0.000
#135 Sunrise & Sun Tree/Kensington	B	xxxxx		0.640	B	xxxxx		0.640	+ 0.000
#136 Sunrise Av & Frances Dr	B	xxxxx		0.660	B	xxxxx		0.660	+ 0.000
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx		0.411	A	xxxxx		0.411	+ 0.000
#138 Washington & Diamond Oaks	B	xxxxx		0.660	B	xxxxx		0.660	+ 0.000
#139 Washington & Sawtell/Derek	A	xxxxx		0.551	A	xxxxx		0.551	+ 0.000
#140 Washington Bl & Hallissy Dr	A	xxxxx		0.506	A	xxxxx		0.506	+ 0.000
#141 Woodcreek Oaks & Baseline	E	xxxxx		0.916	E	xxxxx		0.916	+ 0.000
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx		0.439	A	xxxxx		0.439	+ 0.000
#143 Woodcreek Oaks & Horncastle	A	xxxxx		0.566	A	xxxxx		0.566	+ 0.000
#144 Woodcreek Oaks & Mcanally	D	xxxxx		0.857	D	xxxxx		0.857	+ 0.000
#145 Woodcreek Oaks & Trailee	B	xxxxx		0.666	B	xxxxx		0.666	+ 0.000
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx		0.573	A	xxxxx		0.573	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.238	A	xxxxx	0.238	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.118	A	xxxxx	0.118	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.265	A	xxxxx	0.265	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.899	D	xxxxx	0.899	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	F	xxxxx	1.014	F	xxxxx	1.014	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.139	A	xxxxx	0.139	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#178 Watt Ave & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#179 Watt Ave & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#185 Market St & Baseline Rd	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#188 Upland Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#194 Watt Ave & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#199 Baseline Rd & SV CC4	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#200 Watt Ave & Road C	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#201 West Side Dr & Road C	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	xxxxx		0.000	xxxxx		0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	12	3	29	68	1	13	18	934	7	9	1005	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	3	29	68	1	13	18	934	7	9	1005	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:	12	3	29	68	1	13	18	934	7	9	1005	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	3	29	68	1	13	18	934	7	9	1005	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	3	29	68	1	13	18	934	7	9	1005	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1450	136	1314	1429	21	1450	1450	2878	22	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.32	0.32	0.01	0.35	0.02
Crit Volume:		32			69			18			503	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.748
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	121	0	329	0	0	0	0	924	107	539	935	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:	121	0	329	0	0	0	0	924	107	539	935	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	0	329	0	0	0	0	924	107	539	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	0	329	0	0	0	0	924	107	539	935	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	0	329	0	0	0	0	924	107	539	935	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.22	0.00	0.00	0.00	0.00	0.31	0.07	0.36	0.31	0.00
Crit Volume:	121			0			462			539		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	333	0	47	95	837	0	0	756	266
Growth Adj:	1.00	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	333	0	47	95	837	0	0	756	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	333	0	47	95	837	0	0	756	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	333	0	47	95	837	0	0	756	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	333	0	47	95	837	0	0	756	266
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.03	0.06	0.28	0.00	0.00	0.25	0.18
Crit Volume:				333			95				378	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	1.007
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	19	1427	553	311	919	902	1175	1389	16	272	723	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1427	553	311	919	902	1175	1389	16	272	723	274
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1427	553	311	919	0	1175	1389	16	272	723	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1427	553	311	919	0	1175	1389	16	272	723	274
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:	19	1427	553	311	919	0	1175	1389	16	272	723	274
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.38	0.11	0.21	0.00	0.41	0.32	0.01	0.09	0.17	0.19
Crit Volume:		476		156			588				241	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.769
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	483	0	41	19	2012	0	0	771	135
Growth Adj:	1.00	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	483	0	41	19	2012	0	0	771	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	483	0	41	19	2012	0	0	771	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	483	0	41	19	2012	0	0	771	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	483	0	41	19	2012	0	0	771	135
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.03	0.01	0.45	0.00	0.00	0.17	0.09
Crit Volume:		0		483				671		0		
Crit Moves:				****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	17	0	112	0	0	0	0	1921	22	45	772	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	112	0	0	0	0	1921	22	45	772	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	17	0	112	0	0	0	0	1921	22	45	772	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	0	112	0	0	0	0	1921	22	45	772	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	17	0	112	0	0	0	0	1921	22	45	772	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.43	0.01	0.03	0.17	0.00
Crit Volume:			112	0				640		0		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.742
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	116	716	637	556	837	102	92	648	156	448	262	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	716	637	556	837	102	92	648	156	448	262	128
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	116	716	0	556	837	102	92	648	0	448	262	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	716	0	556	837	102	92	648	0	448	262	128
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	116	716	0	556	837	102	92	648	0	448	262	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.00	0.19	0.29	0.07	0.03	0.15	0.00	0.15	0.06	0.09
Crit Volume:		358		278				216		224		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	406	0	34	20	3185	0	9	1471	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	406	0	34	20	3185	0	9	1471	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	406	0	34	20	3185	0	9	1471	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	406	0	34	20	3185	0	9	1471	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	406	0	34	20	3185	0	9	1471	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.02	0.01	0.53	0.00	0.01	0.25	0.04
Crit Volume:		0		406				796		9		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.505
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	173	0	2	0	1754	0	0	764	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	173	0	2	0	1754	0	0	764	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	173	0	2	0	1754	0	0	764	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	173	0	2	0	1754	0	0	764	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	173	0	2	0	1754	0	0	764	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.39	0.00	0.00	0.17	0.05
Crit Volume:		0		173				585		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	44	33	65	306	66	42	139	2239	110	92	809	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	33	65	306	66	42	139	2239	110	92	809	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	33	65	306	66	42	139	2239	110	92	809	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	33	65	306	66	42	139	2239	110	92	809	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	33	65	306	66	42	139	2239	110	92	809	220
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.48	0.32	0.20	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2143	462	294	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.14	0.14	0.14	0.10	0.51	0.08	0.06	0.19	0.15
Crit Volume:	44			207			746			92		
Crit Moves:	****			****			****			****		

City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 1.019
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	295	723	185	144	163	78	828	1974	861	564	1265	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	723	185	144	163	78	828	1974	861	564	1265	320
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	295	723	0	144	163	78	828	1974	861	564	1265	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	723	0	144	163	78	828	1974	861	564	1265	320
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	295	723	0	144	163	78	828	1974	861	564	1265	320
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.00	0.05	0.04	0.05	0.29	0.34	0.59	0.19	0.22	0.22
Crit Volume:		362			72				861	282		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	186	105	729	215	157	97	52	2178	325	300	866	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	105	729	215	157	97	52	2178	325	300	866	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	105	729	215	157	97	52	2178	325	300	866	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	105	729	215	157	97	52	2178	325	300	866	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	105	729	215	157	97	52	2178	325	300	866	106
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.50	0.07	0.05	0.07	0.02	0.38	0.22	0.10	0.15	0.07
Crit Volume:			729	108				545		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.923
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	808	1319	160	105	606	76	182	1131	577	122	560	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	808	1319	160	105	606	76	182	1131	577	122	560	52
User Adj:	1.00	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:	808	1319	160	105	606	76	182	1131	577	122	560	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	808	1319	160	105	606	76	182	1131	577	122	560	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	808	1319	160	105	606	76	182	1131	577	122	560	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.45	0.11	0.04	0.14	0.05	0.06	0.39	0.40	0.04	0.19	0.04
Crit Volume:		660		53				566		61		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.945
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	475	573	1810	547	0	0	0	0	551	0	1753
Growth Adj:	1.00	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	475	573	1810	547	0	0	0	0	551	0	1753
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	475	0	1810	547	0	0	0	0	551	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	475	0	1810	547	0	0	0	0	551	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	475	0	1810	547	0	0	0	0	551	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.60	0.36	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		238		905				0		276		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	230	0	0	0	0	1923	19	333	1935	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	230	0	0	0	0	1923	19	333	1935	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1923	19	333	1935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1923	19	333	1935	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1923	19	333	1935	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4456	44	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.11	0.43	0.00
Crit Volume:	0			0				647		167		
Crit Moves:								****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.768
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	15	1	22	6	1962	2	6	2102	10
Growth Adj:	1.00	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	0	21	15	1	22	6	1962	2	6	2102	10
User Adj:	1.00	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:	9	0	21	15	1	22	6	1962	2	6	2102	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	15	1	22	6	1962	2	6	2102	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	15	1	22	6	1962	2	6	2102	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1359	91	1450	1450	2897	3	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.02	0.00	0.68	0.68	0.00	0.73	0.73
Crit Volume:			30			22	6					1056
Crit Moves:			****			****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	42	54	86	25	5	53	173	1202	4	19	654	246
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	54	86	25	5	53	173	1202	4	19	654	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	54	86	25	5	53	173	1202	4	19	654	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	54	86	25	5	53	173	1202	4	19	654	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	54	86	25	5	53	173	1202	4	19	654	246
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.30	0.47	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.45	0.55
Final Sat.:	346	445	709	1250	250	1500	1500	2990	10	1500	2180	820
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.02	0.02	0.04	0.12	0.40	0.40	0.01	0.30	0.30
Crit Volume:			182	25			173				450	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.935	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	20	13	458	4	1	20	8	1217	39	22	1775	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	13	458	4	1	20	8	1217	39	22	1775	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	13	458	4	1	20	8	1217	39	22	1775	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	13	458	4	1	20	8	1217	39	22	1775	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	13	458	4	1	20	8	1217	39	22	1775	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	0.80	0.20	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	879	571	1450	1160	290	1450	1450	2900	1450	2900	2897	3
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.32	0.00	0.00	0.01	0.01	0.42	0.03	0.01	0.61	0.61
Crit Volume:			458			20	0				889	
Crit Moves:			****			****	****				****	

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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.595	
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	46	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			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	112	2	38	70	1	88	32	1179	0	50	611	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	38	70	1	88	32	1179	0	50	611	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	38	70	1	88	32	1179	0	50	611	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	38	70	1	88	32	1179	0	50	611	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	38	70	1	88	32	1179	0	50	611	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.01	0.25	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1068	19	363	1430	20	1450	1450	2900	0	1450	2777	123
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.06	0.02	0.41	0.00	0.03	0.22	0.22
Crit Volume:			152			71		590			50	
Crit Moves:			****			****		****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.030
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1314	806	199	190	277	109	371	1383	1221	383	1116	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1314	806	199	190	277	109	371	1383	1221	383	1116	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1314	806	199	190	277	109	371	1383	1221	383	1116	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1314	806	199	190	277	109	371	1383	1221	383	1116	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1314	806	199	190	277	109	371	1383	1221	383	1116	359
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.45	0.28	0.14	0.07	0.06	0.08	0.13	0.32	0.42	0.13	0.38	0.25
Crit Volume:	657			92			185			558		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	1	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	140	0	217	635	519	0	0	378	666
Growth Adj:	1.00	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	140	0	217	635	519	0	0	378	666
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	140	0	0	635	519	0	0	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	0	635	519	0	0	378	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	140	0	0	635	519	0	0	378	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.65	1.35	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2476	2024	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.26	0.26	0.00	0.00	0.13	0.00
Crit Volume:				70			385				189	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	163	0	204		0	0	0		0	1659	24		20	1431	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:	163	0	204		0	0	0		0	1659	24		20	1431	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	163	0	204		0	0	0		0	1659	24		20	1431	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	163	0	204		0	0	0		0	1659	24		20	1431	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:	163	0	204		0	0	0		0	1659	24		20	1431	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.96	0.04		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4436	64		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.14		0.00	0.00	0.00		0.00	0.37	0.37		0.01	0.48	0.00	
Crit Volume:			204		0				0					716		
Crit Moves:			****						****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	47	197	76		75	32	308		447	1839	111		89	1940	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	197	76		75	32	308		447	1839	111		89	1940	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	197	76		75	32	308		447	1839	111		89	1940	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	197	76		75	32	308		447	1839	111		89	1940	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	47	197	76		75	32	308		447	1839	111		89	1940	83	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.89	0.11		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2735	165		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.14	0.05		0.03	0.02	0.21		0.15	0.67	0.67		0.03	0.67	0.06	
Crit Volume:		197			38				224					970		
Crit Moves:		****			****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	301	708	17	395	300	131	148	1040	222	51	983	694
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	708	17	395	300	131	148	1040	222	51	983	694
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:	301	708	17	395	300	131	148	1040	222	51	983	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	708	17	395	300	131	148	1040	222	51	983	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	301	708	17	395	300	131	148	1040	222	51	983	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.09	0.91	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4248	102	4350	3028	1322	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.09	0.10	0.10	0.05	0.24	0.15	0.02	0.23	0.00
Crit Volume:		242		132			74				328	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.605
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	185	870	235	134	221	76	334	1262	7	90	1060	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	870	235	134	221	76	334	1262	7	90	1060	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	185	870	235	134	221	76	334	1262	0	90	1060	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	870	235	134	221	76	334	1262	0	90	1060	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	185	870	235	134	221	76	334	1262	0	90	1060	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.16	0.05	0.05	0.05	0.12	0.29	0.00	0.03	0.24	0.00
Crit Volume:		290		67			167				353	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ovl				Ovl				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	1	0 1	1	1	0	0 1	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	171	58	52		33	44	6		101	1596	107		32	1204	107	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	171	58	52		33	44	6		101	1596	107		32	1204	107	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	171	58	52		33	44	6		101	1596	107		32	1204	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	171	58	52		33	44	6		101	1596	107		32	1204	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	171	58	52		33	44	6		101	1596	107		32	1204	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	4077	273		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.04	0.04		0.02	0.03	0.00		0.07	0.39	0.39		0.02	0.28	0.00	
Crit Volume:	171					44					568		32			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl				Ovl				Ovl				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	1!	0 0	1	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	15	66	38		57	21	41		85	1612	51		44	1178	85	
Growth Adj:	1.00	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	66	38		57	21	41		85	1612	51		44	1178	85	
User Adj:	1.00	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:	15	66	38		57	21	41		85	1612	51		44	1178	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	66	38		57	21	41		85	1612	51		44	1178	85	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	15	66	38		57	21	41		85	1612	51		44	1178	85	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.63	0.37		1.00	0.34	0.66		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	920	530		1450	491	959		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.07	0.07		0.04	0.04	0.04		0.06	0.37	0.04		0.03	0.27	0.06	
Crit Volume:		104				62				537			44			
Crit Moves:		****				****				****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.700
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	305	588	101	80	218	183	401	1820	220	148	1166	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	588	101	80	218	183	401	1820	220	148	1166	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	588	101	80	218	183	401	1820	220	148	1166	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	588	101	80	218	183	401	1820	220	148	1166	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	305	588	101	80	218	183	401	1820	220	148	1166	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.76	0.24
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5458	342
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.07	0.03	0.05	0.13	0.14	0.42	0.15	0.05	0.21	0.21
Crit Volume:		294			40			607		74		
Crit Moves:		****			****			****		****		

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.431
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	1	25	1	1	8	30	1607	71	22	1309	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:	35	1	25	1	1	8	30	1607	71	22	1309	8
User Adj:	1.00	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:	35	1	25	1	1	8	30	1607	71	22	1309	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1	25	1	1	8	30	1607	71	22	1309	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1	25	1	1	8	30	1607	71	22	1309	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	56	1394	1450	161	1289	1450	4166	184	1450	4324	26
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.01	0.02	0.39	0.39	0.02	0.30	0.30
Crit Volume:	35				9				559	22		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec): 120 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	324	833	46	887	528	75	101	1138	78	56	1410	613
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	833	46	887	528	75	101	1138	78	56	1410	613
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:	324	833	46	887	528	75	101	1138	78	56	1410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	833	46	887	528	75	101	1138	78	56	1410	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	324	833	46	887	528	75	101	1138	78	56	1410	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.03	0.20	0.12	0.05	0.03	0.26	0.05	0.02	0.32	0.00
Crit Volume:		278		296			50				470	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	5	3	11	192	6	36	36	1088	8	30	737	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	192	6	36	36	1088	8	30	737	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	3	11	192	6	36	36	1088	8	30	737	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	192	6	36	36	1088	8	30	737	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	3	11	192	6	36	36	1088	8	30	737	211
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.94	0.06	1.00	1.00	1.99	0.01	1.00	1.55	0.45
Final Sat.:	382	229	839	2812	88	1450	1450	2879	21	1450	2255	645
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.02	0.02	0.38	0.38	0.02	0.33	0.33
Crit Volume:				19	99				548	30		
Crit Moves:				****	****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ignore				Ovl				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	1	0 1	1	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	15	7	30		306	7	188		150	1164	23		47	844	763	
Growth Adj:	1.00	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	7	30		306	7	188		150	1164	23		47	844	763	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	7	0		306	7	188		150	1164	23		47	844	763	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	7	0		306	7	188		150	1164	23		47	844	763	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	7	0		306	7	188		150	1164	23		47	844	763	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.96	0.04	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2835	65	1450		1450	2844	56		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.00		0.11	0.11	0.13		0.10	0.41	0.41		0.03	0.29	0.53	
Crit Volume:	15					0			150						763	
Crit Moves:	****					****			****						****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
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:	0	0	0	0 1	1	0	1!	0 0	0	0	1	1 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	4		434	6	1		0	434	5		0	230	284	
Growth Adj:	1.00	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	4		434	6	1		0	434	5		0	230	284	
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:	0	0	4		434	6	1		0	434	5		0	230	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	4		434	6	1		0	434	5		0	230	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	4		434	6	1		0	434	5		0	230	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.97	0.02	0.01		0.00	1.98	0.02		0.00	1.00	1.00	
Final Sat.:	0	0	1500		2952	41	7		0	2966	34		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.15	0.15	0.15		0.00	0.15	0.15		0.00	0.15	0.00	
Crit Volume:			4		221				0					230		
Crit Moves:			****		****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.498
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	43	0	256	0	0	0	0	933	48	87	573	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:	43	0	256	0	0	0	0	933	48	87	573	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	256	0	0	0	0	933	48	87	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	256	0	0	0	0	933	48	87	573	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:	43	0	256	0	0	0	0	933	48	87	573	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2853	147	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.33	0.06	0.19	0.00
Crit Volume:			256	0					491	0		
Crit Moves:			****						****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.362
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	9	0	2	56	3	6	0	910	5	0	536	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:	9	0	2	56	3	6	0	910	5	0	536	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	56	3	6	0	910	5	0	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	56	3	6	0	910	5	0	536	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:	9	0	2	56	3	6	0	910	5	0	536	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.33	0.67	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	483	967	0	2884	16	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.32	0.32	0.00	0.18	0.00
Crit Volume:			11	56					458	0		
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	578	782	210	181	489	191	154	1258	235	233	1686	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:	578	782	210	181	489	191	154	1258	235	233	1686	154
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:	578	782	210	181	489	191	154	1258	235	233	1686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	782	210	181	489	191	154	1258	235	233	1686	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	578	782	210	181	489	191	154	1258	235	233	1686	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.14	0.06	0.11	0.13	0.05	0.29	0.16	0.08	0.39	0.00
Crit Volume:	289				163			77			562	
Crit Moves:	****				****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.474
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	130	1128	57	184	885	14	25	112	127	71	92	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:	130	1128	57	184	885	14	25	112	127	71	92	69
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	130	1128	0	184	885	0	25	112	0	71	92	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1128	0	184	885	0	25	112	0	71	92	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	130	1128	0	184	885	0	25	112	0	71	92	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.13	0.20	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		376			184			56			71	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.573
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	144	245	109	84	274	359	34	1975	469	67	1441	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	245	109	84	274	359	34	1975	469	67	1441	138
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	144	245	0	84	274	0	34	1975	0	67	1441	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	245	0	84	274	0	34	1975	0	67	1441	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	144	245	0	84	274	0	34	1975	0	67	1441	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.03	0.06	0.00	0.01	0.45	0.00	0.02	0.25	0.00
Crit Volume:	48			91			658			34		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.543
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1109		86		199	1220		97	268	206	122	63	168	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1109		86		199	1220		97	268	206	122	63	168	76
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1109		0		199	1220		0	268	206	0	63	168	0
Reduct Vol:	0	0		0		0	0		0	0	0	0	0	0	0
Reduced Vol:	22	1109		0		199	1220		0	268	206	0	63	168	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1109		0		199	1220		0	268	206	0	63	168	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.14	0.28	0.00	0.09	0.07	0.00	0.04	0.06	0.00
Crit Volume:	370			199			134			84		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.374
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	63	7	11	17	17	22	8	412	114	28	860	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	7	11	17	17	22	8	412	114	28	860	15
User Adj:	1.00	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:	63	7	11	17	17	22	8	412	114	28	860	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	7	11	17	17	22	8	412	114	28	860	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	63	7	11	17	17	22	8	412	114	28	860	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1305	145	1450	725	725	1450	1450	2271	629	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.18	0.18	0.02	0.30	0.01
Crit Volume:		70			34			8			430	
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.365
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	48	706	9	6	808	7	18	5	53	15	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	706	9	6	808	7	18	5	53	15	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	706	9	6	808	7	18	5	53	15	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	706	9	6	808	7	18	5	53	15	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	706	9	6	808	7	18	5	53	15	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2863	37	1450	2875	25	1450	125	1325	1359	91	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.00	0.28	0.28	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48				408			58			16	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	69	183	22	68	278	83	55	101	34	46	245	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	183	22	68	278	83	55	101	34	46	245	110
User Adj:	1.00	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:	69	183	22	68	278	83	55	101	34	46	245	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	183	22	68	278	83	55	101	34	46	245	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	183	22	68	278	83	55	101	34	46	245	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.05	0.19	0.06	0.04	0.03	0.02	0.03	0.08	0.08
Crit Volume:		183			278		55				123	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	1	1	0	0	1	1	0
Volume Module:												
Base Vol:	92	655	9	11	321	86	46	0	32	9	1	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	655	9	11	321	86	46	0	32	9	1	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	655	9	11	321	86	46	0	32	9	1	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	655	9	11	321	86	46	0	32	9	1	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	655	9	11	321	86	46	0	32	9	1	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	39	1411
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.01	0.01	0.11	0.06	0.02	0.00	0.02	0.01	0.03	0.03
Crit Volume:		328			11				32			37
Crit Moves:		****			****				****			****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.398
Loss Time (sec): 9 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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	23	166	71	44	173	138	87	55	11	38	215	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	166	71	44	173	138	87	55	11	38	215	52
User Adj:	1.00	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:	23	166	71	44	173	138	87	55	11	38	215	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	166	71	44	173	138	87	55	11	38	215	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	166	71	44	173	138	87	55	11	38	215	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	294	1156	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.02	0.01	0.03	0.07	0.04
Crit Volume:		166			217			87			108	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	54	195	1	30	280	70	80	39	32	4	206	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	195	1	30	280	70	80	39	32	4	206	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	195	1	30	280	70	80	39	32	4	206	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	195	1	30	280	70	80	39	32	4	206	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	195	1	30	280	70	80	39	32	4	206	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	314	1136	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.01	0.02	0.00	0.07	0.00
Crit Volume:		249			310			80			103	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.580
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	44	260	36	4	285	20	40	44	42	44	464	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	260	36	4	285	20	40	44	42	44	464	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	260	36	4	285	20	40	44	42	44	464	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	260	36	4	285	20	40	44	42	44	464	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	260	36	4	285	20	40	44	42	44	464	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.01	0.93	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	19	1337	94	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.02	0.21	0.21	0.21	0.03	0.02	0.03	0.03	0.16	0.01
Crit Volume:		260				309	40				232	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.616
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	61	1172	36	70	1223	116	197	60	21	16	23	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:	61	1172	36	70	1223	116	197	60	21	16	23	38
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1172	36	70	1223	0	197	60	21	16	23	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1172	36	70	1223	0	197	60	21	16	23	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	1172	36	70	1223	0	197	60	21	16	23	38
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.02	0.05	0.42	0.00	0.14	0.04	0.01	0.01	0.02	0.03
Crit Volume:	61					612		197			23	
Crit Moves:	****					****		****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	51	782	119	27	693	9	94	15	148	176	7	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:	51	782	119	27	693	9	94	15	148	176	7	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	782	119	27	693	9	94	15	148	176	7	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	782	119	27	693	9	94	15	148	176	7	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	782	119	27	693	9	94	15	148	176	7	38
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.08	0.02	0.24	0.01	0.06	0.01	0.10	0.12	0.00	0.03
Crit Volume:		391		27					148	176		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2.0	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	86	1244	0	0	1324	75	115	0	54	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1244	0	0	1324	75	115	0	54	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1244	0	0	1324	75	115	0	54	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1244	0	0	1324	75	115	0	54	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:	86	1244	0	0	1324	75	115	0	54	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.00	0.00	0.44	0.05	0.08	0.00	0.04	0.00	0.00	0.00
Crit Volume:	86				662		115				0	
Crit Moves:	****				****		****					

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	350	1559	57	53	967	150	187	486	836	65	249	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1559	57	53	967	150	187	486	836	65	249	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1559	57	53	967	150	187	486	836	65	249	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1559	57	53	967	150	187	486	836	65	249	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	1559	57	53	967	150	187	486	836	65	249	78
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.04	0.04	0.17	0.10	0.06	0.17	0.58	0.04	0.06	0.05
Crit Volume:		520		53					836	65		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec): 120 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	11	1807	401	36	438	9	41	9	19	46	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1807	401	36	438	9	41	9	19	46	1	4
User Adj:	1.00	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:	11	1807	401	36	438	9	41	9	19	46	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1807	401	36	438	9	41	9	19	46	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	1807	401	36	438	9	41	9	19	46	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.46	0.54	1.00	2.94	0.06	0.82	0.18	1.00	1.96	0.04	1.00
Final Sat.:	1450	3560	790	1450	4262	88	1189	261	1450	2838	62	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.51	0.02	0.10	0.10	0.03	0.03	0.01	0.02	0.02	0.00
Crit Volume:		736		36				50		24		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.526
Loss Time (sec):	9	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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	303	1096	151	85	1080	364	83	4	54	56	4	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	1096	151	85	1080	364	83	4	54	56	4	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	303	1096	151	85	1080	364	83	4	0	56	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1096	151	85	1080	364	83	4	0	56	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	303	1096	151	85	1080	364	83	4	0	56	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2767	133	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.25	0.10	0.06	0.25	0.25	0.03	0.03	0.00	0.04	0.00	0.00
Crit Volume:	303				360			44		56		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.498
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1843	25	0	1903	0	0	0	0	113	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	1843	25	0	1903	0	0	0	0	113	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1843	25	0	1903	0	0	0	0	113	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1843	25	0	1903	0	0	0	0	113	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1843	25	0	1903	0	0	0	0	113	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.02	0.00	0.42	0.00	0.00	0.00	0.00	0.08	0.00	0.00
Crit Volume:	0				634			0		113		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.766
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	156	949	601	513	609	80	3	71	10	370	366	631
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	949	601	513	609	80	3	71	10	370	366	631
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	156	949	601	513	609	0	3	71	0	370	366	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	949	601	513	609	0	3	71	0	370	366	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	156	949	601	513	609	0	3	71	0	370	366	631
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.41	0.18	0.21	0.00	0.00	0.02	0.00	0.09	0.25	0.44
Crit Volume:			601	0			2					631
Crit Moves:			****	****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	1	1852	127	174	732	35	2	2	4	18	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1852	127	174	732	35	2	2	4	18	2	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:	1	1852	127	174	732	35	2	2	4	18	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1852	127	174	732	35	2	2	4	18	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1852	127	174	732	35	2	2	4	18	2	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.86	0.14	1.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1500	3000	1500	1500	4295	205	1500	1500	1500	2700	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.08	0.12	0.17	0.17	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		926		174					4	10		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			0.735						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	86			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:	Ignore			Ignore			Ovl			Ovl			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1	
Volume Module:													
Base Vol:	91	1579	206	213	891	104	364	674	95	193	183	147	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	91	1579	206	213	891	104	364	674	95	193	183	147	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	91	1579	0	213	891	0	364	674	95	193	183	147	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	91	1579	0	213	891	0	364	674	95	193	183	147	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	91	1579	0	213	891	0	364	674	95	193	183	147	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450	
Capacity Analysis Module:													
Vol/Sat:	0.03	0.36	0.00	0.07	0.20	0.00	0.13	0.23	0.07	0.07	0.04	0.10	
Crit Volume:		526		107				337		97			
Crit Moves:		****		****				****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120			Critical Vol./Cap. (X):			0.558						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	52			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Split Phase			Split Phase			
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1	
Volume Module:													
Base Vol:	87	1846	32	8	1093	39	85	11	141	72	7	16	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	87	1846	32	8	1093	39	85	11	141	72	7	16	
User Adj:	1.00	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:	87	1846	32	8	1093	39	85	11	141	72	7	16	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	87	1846	32	8	1093	39	85	11	141	72	7	16	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	87	1846	32	8	1093	39	85	11	141	72	7	16	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	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	2.95	0.05	1.00	2.90	0.10	0.89	0.11	1.00	0.91	0.09	1.00	
Final Sat.:	1450	4276	74	1450	4200	150	1284	166	1450	1322	128	1450	
Capacity Analysis Module:													
Vol/Sat:	0.06	0.43	0.43	0.01	0.26	0.26	0.07	0.07	0.10	0.05	0.05	0.01	
Crit Volume:		626		8				96			79		
Crit Moves:		****		****				****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	199	1486	544	91	409	83	665	1571	165	522	625	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	1486	544	91	409	83	665	1571	165	522	625	166
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	199	1486	0	91	409	0	665	1571	0	522	625	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1486	0	91	409	0	665	1571	0	522	625	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	199	1486	0	91	409	0	665	1571	0	522	625	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.00	0.03	0.07	0.00	0.23	0.36	0.00	0.12	0.14	0.00
Crit Volume:		495			45			524			174	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap. (X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	19	1837	20	9	1210	10	46	2	46	35	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1837	20	9	1210	10	46	2	46	35	3	7
User Adj:	1.00	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:	19	1837	20	9	1210	10	46	2	46	35	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1837	20	9	1210	10	46	2	46	35	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	1837	20	9	1210	10	46	2	46	35	3	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.49	0.02	0.49	0.78	0.07	0.15
Final Sat.:	1450	4303	47	1450	4314	36	710	31	710	1128	97	226
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.01	0.28	0.28	0.06	0.06	0.06	0.03	0.03	0.03
Crit Volume:		619			9			94				45
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore				Include				Ovl				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:	2	0	3	0 1	2	0	2	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	116	1920		94	126	1646		43	111	273		205	167		46	37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	116	1920		94	126	1646		43	111	273		205	167		46	37
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Volume:	116	1920		0	126	1646		43	111	273		205	167		46	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	116	1920		0	126	1646		43	111	273		205	167		46	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
FinalVolume:	116	1920		0	126	1646		43	111	273		205	167		46	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	2.92		0.08	1.00	2.00		1.00	2.00		2.00	1.00
Final Sat.:	2900	4350		1450	2900	4239		111	1450	2900		1450	2900		2900	1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.44		0.00	0.04	0.39		0.39	0.08	0.09		0.14	0.06		0.02	0.00
Crit Volume:		640			63							205	84			
Crit Moves:		****			****							****	****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ovl				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	1	1	0 1	2	1	1	0 1
Volume Module:																
Base Vol:	17	1490		50	177	1794		38	4		1	11	52		4	116
Growth Adj:	1.00	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	1490		50	177	1794		38	4		1	11	52		4	116
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	17	1490		0	177	1794		38	4		1	0	52		4	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	17	1490		0	177	1794		38	4		1	0	52		4	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
FinalVolume:	17	1490		0	177	1794		38	4		1	0	52		4	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	3.00		1.00	1.00	3.00		1.00	1.00
Final Sat.:	2900	4350		1450	2900	4350		1450	4350		1450	1450	4350		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34		0.00	0.06	0.41		0.03	0.00		0.00	0.00	0.01		0.00	0.00
Crit Volume:		9				598					1				17	
Crit Moves:		****				****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.652
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	35	1618	3	11	1594	16	111	0	95	3	0	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:	35	1618	3	11	1594	16	111	0	95	3	0	8
User Adj:	1.00	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:	35	1618	3	11	1594	16	111	0	95	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1618	3	11	1594	16	111	0	95	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1618	3	11	1594	16	111	0	95	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2895	5	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.01	0.55	0.01	0.08	0.00	0.07	0.00	0.00	0.01
Crit Volume:	35			797			111			3		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.785
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	874	678	47	1015	624	172	265	1058	594	49	1444	562
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	874	678	47	1015	624	172	265	1058	594	49	1444	562
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	874	678	0	1015	624	0	265	1058	0	49	1444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	678	0	1015	624	0	265	1058	0	49	1444	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	874	678	0	1015	624	0	265	1058	0	49	1444	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.30	0.16	0.00	0.23	0.14	0.00	0.09	0.18	0.00	0.02	0.25	0.00
Crit Volume:	437			208			133			361		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.633
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0	1 1	0	1	0 2	0	1	2 0	0	1	0 1
Volume Module:												
Base Vol:	27	1235	7	11	1210	432	380	16	268	2	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1235	7	11	1210	432	380	16	268	2	2	4
User Adj:	1.00	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:	27	1235	7	11	1210	432	380	16	268	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1235	7	11	1210	432	380	16	268	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	27	1235	7	11	1210	432	380	16	268	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.06	0.94	1.00	1.00	1.00
Final Sat.:	2900	2884	16	1450	2900	1450	2900	82	1368	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.01	0.42	0.30	0.13	0.20	0.20	0.00	0.00	0.00
Crit Volume:		621		11				284			2	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.446
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1! 0	0	1	0 1
Volume Module:												
Base Vol:	32	832	2	39	496	94	255	17	31	25	14	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	832	2	39	496	94	255	17	31	25	14	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	832	2	39	496	94	255	17	31	25	14	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	832	2	39	496	94	255	17	31	25	14	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	832	2	39	496	94	255	17	31	25	14	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.68	0.32	1.69	0.11	0.20	0.64	0.36	1.00
Final Sat.:	1450	2893	7	1450	2438	462	2441	163	297	929	521	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.03	0.20	0.20	0.10	0.10	0.10	0.03	0.03	0.02
Crit Volume:		417		39				152			39	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.697
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0 2.0	0 1.0	2.0	0 2.0	0 0.0	0	0 0.0	0 0.0	2.0	0 0.0	0 1.0
Volume Module:												
Base Vol:	0	722	399	710	648	0	0	0	0	205	0	647
Growth Adj:	1.00	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	722	399	710	648	0	0	0	0	205	0	647
User Adj:	1.00	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	722	399	710	648	0	0	0	0	205	0	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	722	399	710	648	0	0	0	0	205	0	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	722	399	710	648	0	0	0	0	205	0	647
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.27	0.24	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.43
Crit Volume:			399	0			0					647
Crit Moves:			****	****								****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120	Critical Vol./Cap. (X):	0.338
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0 1.0	1 0	0	1 0.0	0 1.0	0	1 0.0	0 1.0
Volume Module:												
Base Vol:	24	873	16	11	598	9	21	3	9	28	2	7
Growth Adj:	1.00	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	873	16	11	598	9	21	3	9	28	2	7
User Adj:	1.00	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	873	16	11	598	9	21	3	9	28	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	873	16	11	598	9	21	3	9	28	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	873	16	11	598	9	21	3	9	28	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2946	54	1500	2956	44	1313	188	1500	1400	100	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.01	0.20	0.20	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:			445	11				24		28		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ovl				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	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	6	59	16		267	17	41		71	969	2		2	238	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	6	59	16		267	17	41		71	969	2		2	238	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	59	16		267	17	41		71	969	2		2	238	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	59	16		267	17	41		71	969	2		2	238	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	6	59	16		267	17	41		71	969	2		2	238	172	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.09	0.91	1.00		0.94	0.06	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	138	1362	1500		1410	90	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.01		0.19	0.19	0.03		0.05	0.32	0.00		0.00	0.08	0.11	
Crit Volume:		65			267					485			2			
Crit Moves:	****				****					****			****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	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:	0	1	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	75	0	133		0	0	0		0	996	146		101	195	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:	75	0	133		0	0	0		0	996	146		101	195	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	0	133		0	0	0		0	996	146		101	195	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	0	133		0	0	0		0	996	146		101	195	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:	75	0	133		0	0	0		0	996	146		101	195	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.09		0.00	0.00	0.00		0.00	0.33	0.10		0.07	0.07	0.00	
Crit Volume:	75				0					498			101			
Crit Moves:	****									****			****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	49	0	382	861	1415	0	0	866	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:	0	0	0	49	0	382	861	1415	0	0	866	48
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	49	0	382	861	1415	0	0	866	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	49	0	382	861	1415	0	0	866	48
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	49	0	382	861	1415	0	0	866	48
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.29	0.47	0.00	0.00	0.29	0.03
Crit Volume:			0			49		431			433	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	78	284	210	128	209	141	198	644	103	20	196	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	284	210	128	209	141	198	644	103	20	196	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	284	210	128	209	141	198	644	103	20	196	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	284	210	128	209	141	198	644	103	20	196	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	284	210	128	209	141	198	644	103	20	196	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.57	0.43	1.00	0.60	0.40	1.00	1.72	0.28	1.00	1.43	0.57
Final Sat.:	1450	834	616	1450	866	584	1450	2500	400	1450	2067	833
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.34	0.09	0.24	0.24	0.14	0.26	0.26	0.01	0.09	0.09
Crit Volume:			494	128					374	20		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	16	92	92	121	49	16	45	1192	12	74	356	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	92	92	121	49	16	45	1192	12	74	356	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	92	92	121	49	16	45	1192	12	74	356	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	92	92	121	49	16	45	1192	12	74	356	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	92	92	121	49	16	45	1192	12	74	356	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.01	0.03	0.41	0.01	0.05	0.12	0.04
Crit Volume:		92		121				596		74		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	48	14	160	59	11	7	3	1083	25	71	251	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	160	59	11	7	3	1083	25	71	251	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	160	59	11	7	3	1083	25	71	251	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	160	59	11	7	3	1083	25	71	251	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	160	59	11	7	3	1083	25	71	251	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.84	0.16	1.00	1.00	1.95	0.05	1.00	1.95	0.05
Final Sat.:	1123	327	1450	1222	228	1450	1450	2835	65	1450	2832	68
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.11	0.05	0.05	0.00	0.00	0.38	0.38	0.05	0.09	0.09
Crit Volume:			160		70				554	0		
Crit Moves:			****		****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.411
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	1! 0	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	73	0	14	13	1060	0	0	251	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	73	0	14	13	1060	0	0	251	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	14	13	1060	0	0	251	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	14	13	1060	0	0	251	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	73	0	14	13	1060	0	0	251	31
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1259	0	241	1500	3000	0	0	2670	330
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.35	0.00	0.00	0.09	0.09
Crit Volume:	0					87		530		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1	1 0	1 0	2 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	170	884	0	1	508	141	592	2	735	7	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	884	0	1	508	141	592	2	735	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	884	0	1	508	141	592	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	884	0	1	508	141	592	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	884	0	1	508	141	592	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2890	10	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.18	0.10	0.20	0.20	0.00	0.00	0.00	0.00
Crit Volume:		442			1		297			7		
Crit Moves:		****			****		****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	34	491	108	186	266	130	947	637	37	35	247	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	491	108	186	266	130	947	637	37	35	247	132
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	34	491	0	186	266	0	947	637	0	35	247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	491	0	186	266	0	947	637	0	35	247	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	34	491	0	186	266	0	947	637	0	35	247	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.00	0.06	0.09	0.00	0.33	0.22	0.00	0.01	0.09	0.00
Crit Volume:		245			93			474			124	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	470	348	106	87	491	87	192	570	305	70	322	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	348	106	87	491	87	192	570	305	70	322	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:	470	348	106	87	491	87	192	570	305	70	322	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	348	106	87	491	87	192	570	305	70	322	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:	470	348	106	87	491	87	192	570	305	70	322	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.07	0.03	0.11	0.06	0.13	0.20	0.21	0.05	0.11	0.05
Crit Volume:	235				164			285			70	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.433
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	343	565	64	26	252	81	42	309	262	19	148	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	565	64	26	252	81	42	309	262	19	148	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	343	565	0	26	252	81	42	309	0	19	148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	565	0	26	252	81	42	309	0	19	148	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	343	565	0	26	252	81	42	309	0	19	148	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.27	0.73	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3292	1058	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.00	0.02	0.08	0.08	0.03	0.11	0.00	0.01	0.05	0.00
Crit Volume:	343				111			155		19		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.245
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	584	48	42	522	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	584	48	42	522	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	584	48	42	522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	584	48	42	522	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:	34	0	14	0	0	0	0	584	48	42	522	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.19	0.03	0.03	0.17	0.00
Crit Volume:	34				0			292		42		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.362
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	30	314	182	215	502	82	84	6	16	75	8	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	314	182	215	502	82	84	6	16	75	8	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	314	182	215	502	82	84	6	16	75	8	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	314	182	215	502	82	84	6	16	75	8	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	314	182	215	502	82	84	6	16	75	8	187
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.87	0.13	1.00	0.90	0.10	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2707	193	1450	1310	140	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.13	0.15	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			182	215				45			83	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	493	6	302	593	0	0	0	0	58	0	190
Growth Adj:	1.00	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	493	6	302	593	0	0	0	0	58	0	190
User Adj:	1.00	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	493	6	302	593	0	0	0	0	58	0	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	493	6	302	593	0	0	0	0	58	0	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	493	6	302	593	0	0	0	0	58	0	190
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.20	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.13
Crit Volume:		164		302			0					190
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0 1	0 0	0 1	0 1	0 0	0 1
Volume Module:												
Base Vol:	36	732	86	235	539	18	15	2	17	36	3	175
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	732	86	235	539	18	15	2	17	36	3	175
User Adj:	1.00	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:	36	732	86	235	539	18	15	2	17	36	3	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	732	86	235	539	18	15	2	17	36	3	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	732	86	235	539	18	15	2	17	36	3	175
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	3.00	1.00	0.88	0.12	1.00	0.92	0.08	1.00
Final Sat.:	1450	2595	305	1450	4350	1450	1279	171	1450	1338	112	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.16	0.12	0.01	0.01	0.01	0.01	0.03	0.03	0.12
Crit Volume:		409		235				17			39	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.122
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	23	1	22	13	2	6	1	152	23	23	239	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	22	13	2	6	1	152	23	23	239	4
User Adj:	1.00	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:	23	1	22	13	2	6	1	152	23	23	239	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	22	13	2	6	1	152	23	23	239	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1	22	13	2	6	1	152	23	23	239	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.02	0.48	0.62	0.09	0.29	1.00	1.74	0.26	1.00	1.97	0.03
Final Sat.:	725	32	693	898	138	414	1450	2519	381	1450	2852	48
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.08	0.08
Crit Volume:			46			21			87	23		
Crit Moves:			****			****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	0	1 1	1	0	1 0
Volume Module:												
Base Vol:	6	0	12	68	0	35	172	688	10	8	235	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	12	68	0	35	172	688	10	8	235	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	68	0	35	172	688	10	8	235	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	68	0	35	172	688	10	8	235	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	12	68	0	35	172	688	10	8	235	134
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.27	0.73
Final Sat.:	1450	0	1450	1450	0	1450	1450	2858	42	1450	1847	1053
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.02	0.12	0.24	0.24	0.01	0.13	0.13
Crit Volume:			12	68					349	8		
Crit Moves:			****	****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.556
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	472	808	338	48	1008	155	43	174	159	295	244	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	808	338	48	1008	155	43	174	159	295	244	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:	472	808	338	48	1008	155	43	174	159	295	244	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	808	338	48	1008	155	43	174	159	295	244	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:	472	808	338	48	1008	155	43	174	159	295	244	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.23	0.02	0.23	0.11	0.01	0.06	0.11	0.10	0.08	0.02
Crit Volume:	236				336			87		148		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.727
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	657	1258	1061	15	1205	6	23	299	538	525	222	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	657	1258	1061	15	1205	6	23	299	538	525	222	29
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	657	1258	0	15	1205	0	23	299	0	525	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	657	1258	0	15	1205	0	23	299	0	525	222	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	657	1258	0	15	1205	0	23	299	0	525	222	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.00	0.01	0.28	0.00	0.01	0.10	0.00	0.12	0.15	0.00
Crit Volume:	329				402			150		175		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.678
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	106	21	57	128	6	9	19	2315	15	63	1321	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	21	57	128	6	9	19	2315	15	63	1321	74
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	106	21	0	128	6	0	19	2315	0	63	1321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	21	0	128	6	0	19	2315	0	63	1321	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	106	21	0	128	6	0	19	2315	0	63	1321	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.09	0.00	0.00	0.01	0.53	0.00	0.04	0.30	0.00
Crit Volume:		21			128			772		63		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.337
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	3 0	1	1 0	3 0	1	1 0	1 1	0	2 0	0 1	0
Volume Module:												
Base Vol:	5	657	129	54	959	8	14	18	46	235	12	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	657	129	54	959	8	14	18	46	235	12	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	657	129	54	959	8	14	18	46	235	12	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	657	129	54	959	8	14	18	46	235	12	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	657	129	54	959	8	14	18	46	235	12	40
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.23	0.77
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	335	1115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.09	0.04	0.22	0.01	0.01	0.01	0.03	0.08	0.04	0.04
Crit Volume:	5				320				46	118		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.286
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1 0	1	1 0	1 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	9	17	5	91	7	30	52	482	3	6	508	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:	9	17	5	91	7	30	52	482	3	6	508	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:	9	17	5	91	7	30	52	482	3	6	508	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	17	5	91	7	30	52	482	3	6	508	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	1.00	1.00	1.00
FinalVolume:	9	17	5	91	7	30	52	482	3	6	508	70
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.06	0.00	0.02	0.04	0.17	0.00	0.00	0.18	0.05
Crit Volume:		17			91			52			254	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	84	0	52	45	1456	0	0	745	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:	0	0	0	84	0	52	45	1456	0	0	745	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:	0	0	0	84	0	52	45	1456	0	0	745	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	52	45	1456	0	0	745	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:	0	0	0	84	0	52	45	1456	0	0	745	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.03	0.49	0.00	0.00	0.25	0.02
Crit Volume:		0		84				728		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap. (X): 0.303
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	21	76	14	5	12	26	697	4	56	718	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:	5	21	76	14	5	12	26	697	4	56	718	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	76	14	5	12	26	697	4	56	718	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	76	14	5	12	26	697	4	56	718	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	21	76	14	5	12	26	697	4	56	718	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.05	0.01	0.00	0.01	0.02	0.24	0.00	0.04	0.25	0.03
Crit Volume:		21		14				349		56		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap. (X):	0.503
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1!	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	30	0	5	9	1448	0	0	753	7
Growth Adj:	1.00	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	30	0	5	9	1448	0	0	753	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	30	0	5	9	1448	0	0	753	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	30	0	5	9	1448	0	0	753	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	30	0	5	9	1448	0	0	753	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.86	0.00	0.14	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	1286	0	214	1500	3000	0	0	2972	28
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.48	0.00	0.00	0.25	0.25
Crit Volume:				0	30			724		0		
Crit Moves:					****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.022
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	430	1034	486	179	728	58	33	1431	861	798	768	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	1034	486	179	728	58	33	1431	861	798	768	210
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	430	1034	0	179	728	0	33	1431	0	798	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1034	0	179	728	0	33	1431	0	798	768	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	430	1034	0	179	728	0	33	1431	0	798	768	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.00	0.06	0.17	0.00	0.01	0.33	0.00	0.28	0.18	0.00
Crit Volume:		517			89			477		399		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.532
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	145	0	21	2	1305	0	0	700	67
Growth Adj:	1.00	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	145	0	21	2	1305	0	0	700	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	145	0	21	2	1305	0	0	700	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	145	0	21	2	1305	0	0	700	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	145	0	21	2	1305	0	0	700	67
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.01	0.00	0.44	0.00	0.00	0.23	0.04
Crit Volume:		0		145				653		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	145	1742	96	172	1798	111	167	7	109	31	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1742	96	172	1798	111	167	7	109	31	2	19
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	145	1742	0	172	1798	0	167	7	0	31	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1742	0	172	1798	0	167	7	0	31	2	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	145	1742	0	172	1798	0	167	7	0	31	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.06	0.41	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Crit Volume:	73				599		84				2	
Crit Moves:	****				****		****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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:	Ignore			Ovl			Ovl			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:	2	0	2 0	1	2	0 3	0	1	2	0 3	0	1
Volume Module:												
Base Vol:	160	1050	429	99	411	260	327	1618	58	158	920	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1050	429	99	411	260	327	1618	58	158	920	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	160	1050	0	99	411	260	327	1618	58	158	920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1050	0	99	411	260	327	1618	58	158	920	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	160	1050	0	99	411	260	327	1618	58	158	920	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.00	0.03	0.09	0.18	0.11	0.37	0.04	0.05	0.16	0.00
Crit Volume:		525		50				539		79		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0 0	1	0	0 0	0	0	2 1	0	1	0 3	0	0
Volume Module:												
Base Vol:	174	0	251	0	0	0	0	2219	12	78	832	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:	174	0	251	0	0	0	0	2219	12	78	832	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	0	251	0	0	0	0	2219	12	78	832	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	251	0	0	0	0	2219	12	78	832	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:	174	0	251	0	0	0	0	2219	12	78	832	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4476	24	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.17	0.00	0.00	0.00	0.00	0.50	0.50	0.05	0.18	0.00
Crit Volume:	174				0				744	78		
Crit Moves:	****								****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	150	677	773	178	500	97	171	1234	254	165	558	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	677	773	178	500	97	171	1234	254	165	558	271
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	150	677	0	178	500	0	171	1234	0	165	558	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	677	0	178	500	0	171	1234	0	165	558	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	150	677	0	178	500	0	171	1234	0	165	558	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.06	0.17	0.00	0.06	0.28	0.00	0.06	0.13	0.00
Crit Volume:		339			89			411			83	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.545
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	1	1405	20	63	251	5	7	2	3	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1405	20	63	251	5	7	2	3	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1405	20	63	251	5	7	2	3	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1405	20	63	251	5	7	2	3	6	0	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:	1	1405	20	63	251	5	7	2	3	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.78	0.22	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2843	57	1128	322	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.09	0.09	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:			713	63				9		6		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.519
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	0	0	1 1	0	1	0 2	0 0	0	0 0	0 0	1	0 1 0
Volume Module:												
Base Vol:	0	1295	2	26	241	0	0	0	0	77	17	130
Growth Adj:	1.00	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	1295	2	26	241	0	0	0	0	77	17	130
User Adj:	1.00	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	1295	2	26	241	0	0	0	0	77	17	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1295	2	26	241	0	0	0	0	77	17	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1295	2	26	241	0	0	0	0	77	17	130
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	0	2995	5	1500	3000	0	0	0	0	1031	469	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.08	0.00	0.00	0.00	0.00	0.07	0.04	0.09
Crit Volume:			649	0			0					130
Crit Moves:			****	****								****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.581
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	10	1298	97	48	247	3	6	26	34	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1298	97	48	247	3	6	26	34	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	1298	97	48	247	0	6	26	34	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1298	97	48	247	0	6	26	34	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	1298	97	48	247	0	6	26	34	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.86	0.14	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2698	202	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.03	0.09	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:		698		48				32			65	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 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	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	34	0	3	21	147	0	0	167	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	3	21	147	0	0	167	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	3	21	147	0	0	167	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	3	21	147	0	0	167	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	34	0	3	21	147	0	0	167	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.06	0.04
Crit Volume:		0		34			21				84	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	118	0	125	0	0	0	0	1844	88	73	1796	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:	118	0	125	0	0	0	0	1844	88	73	1796	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	0	125	0	0	0	0	1844	88	73	1796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	0	125	0	0	0	0	1844	88	73	1796	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:	118	0	125	0	0	0	0	1844	88	73	1796	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.41	0.06	0.05	0.40	0.00
Crit Volume:			125		0			615		73		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.521
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	3	9	4	77	2	68	106	1914	23	51	1804	428
Growth Adj:	1.00	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	9	4	77	2	68	106	1914	23	51	1804	428
User Adj:	1.00	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:	3	9	4	77	2	68	106	1914	23	51	1804	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	4	77	2	68	106	1914	23	51	1804	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	4	77	2	68	106	1914	23	51	1804	428
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2827	73	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.03	0.03	0.05	0.07	0.44	0.02	0.04	0.41	0.30
Crit Volume:		9			40		106				601	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120	Critical Vol./Cap. (X):	0.877
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	7	10	19	413	4	248	230	1731	8	5	1595	928
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	10	19	413	4	248	230	1731	8	5	1595	928
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	10	19	413	4	248	230	1731	8	5	1595	928
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	10	19	413	4	248	230	1731	8	5	1595	928
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	10	19	413	4	248	230	1731	8	5	1595	928
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	2.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	618	882	1500	4457	43	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.17	0.15	0.38	0.01	0.00	0.35	0.62
Crit Volume:			19	139			230					928
Crit Moves:			****	****			****					****

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.756
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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:	Ignore				Ovl				Ignore				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:	2	1	0	0 1	1	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	389	111	114		8	99	39		300	2176	366		310	1848	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	389	111	114		8	99	39		300	2176	366		310	1848	34	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	389	111	0		8	99	39		300	2176	0		310	1848	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	389	111	0		8	99	39		300	2176	0		310	1848	34	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	389	111	0		8	99	39		300	2176	0		310	1848	34	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.33	0.67	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3384	966	1450		1450	2900	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11	0.00		0.01	0.03	0.03		0.10	0.50	0.00		0.11	0.42	0.02	
Crit Volume:	167				50				725				155			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ignore				Ignore				Ignore				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	1	0	0 1	1	1	0	0 1	2	0	4	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	195	80	224		8	21	2		13	1896	107		271	2266	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	195	80	224		8	21	2		13	1896	107		271	2266	17	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	195	80	0		8	21	0		13	1896	0		271	2266	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	195	80	0		8	21	0		13	1896	0		271	2266	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	195	80	0		8	21	0		13	1896	0		271	2266	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.42	0.58	1.00		1.00	1.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	2056	844	1450		1450	1450	1450		2900	5800	1450		2900	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.09	0.00		0.01	0.01	0.00		0.00	0.33	0.00		0.09	0.39	0.00	
Crit Volume:	138				21				474				136			
Crit Moves:	****				****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0		88	0	483		337	1870		2	0	1677		83
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	0	0		88	0	483		337	1870		2	0	1677		83
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	2	0	0		88	0	483		337	1870		2	0	1677		83
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	2	0	0		88	0	483		337	1870		2	0	1677		83
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	2	0	0		88	0	483		337	1870		2	0	1677		83
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00	1.00		2.00	0.00	2.00		2.00	2.99		0.01	1.00	3.00		1.00
Final Sat.:	1450	1450	1450		2900	0	2900		2900	4345		5	1450	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.17		0.12	0.43		0.43	0.00	0.39		0.06
Crit Volume:	2						242		0					559		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	240	190	338		574	127	124		189	1841		54	119	1906		181
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	240	190	338		574	127	124		189	1841		54	119	1906		181
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	240	190	338		574	127	124		189	1841		54	119	1906		181
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	240	190	338		574	127	124		189	1841		54	119	1906		181
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	240	190	338		574	127	124		189	1841		54	119	1906		181
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00		1.00	2.00	3.00		1.00
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800		1450	2900	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.08	0.04	0.23		0.20	0.03	0.09		0.07	0.32		0.04	0.04	0.44		0.12
Crit Volume:			338		287				94					635		
Crit Moves:			****		****				****					****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.469
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	52	1	43	16	1	61	30	2023	7	10	2412	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:	52	1	43	16	1	61	30	2023	7	10	2412	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	52	1	0	16	1	0	30	2023	0	10	2412	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1	0	16	1	0	30	2023	0	10	2412	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	52	1	0	16	1	0	30	2023	0	10	2412	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1423	27	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.35	0.00	0.01	0.42	0.00
Crit Volume:		53			9			15			603	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	1498	47	127	1737	0	0	0	0	183	0	276
Growth Adj:	1.00	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	1498	47	127	1737	0	0	0	0	183	0	276
User Adj:	1.00	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	1498	47	127	1737	0	0	0	0	183	0	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1498	47	127	1737	0	0	0	0	183	0	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1498	47	127	1737	0	0	0	0	183	0	276
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.08	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:		499			127			0			183	
Crit Moves:		****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	399	645	180		77	382	3		5	100	306		83	582	425	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	399	645	180		77	382	3		5	100	306		83	582	425	
User Adj:	1.00	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:	399	645	180		77	382	3		5	100	306		83	582	425	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	399	645	180		77	382	3		5	100	306		83	582	425	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	399	645	180		77	382	3		5	100	306		83	582	425	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2900	2900	1450		2900	4350	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.22	0.12		0.03	0.09	0.00		0.00	0.03	0.21		0.06	0.20	0.29	
Crit Volume:		323				0				5					425	
Crit Moves:		****				****				****					****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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				Ovl				Ignore				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	3	0 1	1	0	3	0 1	1	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	197	1541	2		23	1741	68		30	11	148		10	19	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:	197	1541	2		23	1741	68		30	11	148		10	19	48	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	197	1541	2		23	1741	68		30	11	0		10	19	48	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	197	1541	2		23	1741	68		30	11	0		10	19	48	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	197	1541	2		23	1741	68		30	11	0		10	19	48	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.46	0.54	1.00		1.00	0.28	0.72	
Final Sat.:	1450	4350	1450		1450	4350	1450		2122	778	1450		1450	411	1039	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.35	0.00		0.02	0.40	0.05		0.01	0.01	0.00		0.01	0.05	0.05	
Crit Volume:	197					580				21					67	
Crit Moves:	****					****				****					****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.410
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	109	0	73	0	0	0	0	828	19	26	1013	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:	109	0	73	0	0	0	0	828	19	26	1013	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	0	73	0	0	0	0	828	19	26	1013	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	73	0	0	0	0	828	19	26	1013	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:	109	0	73	0	0	0	0	828	19	26	1013	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.01	0.02	0.34	0.00
Crit Volume:	109				0			0			507	
Crit Moves:	****						****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	93	1543		79		87	1371		259	134	76	155
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	93	1543		79		87	1371		259	134	76	155
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		1.00	1.00	1.00	1.00
PHF Volume:	93	1543		0		87	1371		259	134	76	155
Reduct Vol:	0	0		0		0	0		0	0	0	0
Reduced Vol:	93	1543		0		87	1371		259	134	76	155
PCE Adj:	1.00	1.00		0.00		1.00	1.00		1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00		0.00		1.00	1.00		1.00	1.00	1.00	1.00
FinalVolume:	93	1543		0		87	1371		259	134	76	155
Saturation Flow Module:												
Sat/Lane:	1450	1450		1450		1450	1450		1450	1450	1450	1450
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	1.00	3.00		1.00		2.00	2.52		0.48	1.00	1.00	1.00
Final Sat.:	1450	4350		1450		2900	3659		691	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35		0.00		0.03	0.37		0.37	0.09	0.05	0.11
Crit Volume:	93						543					155
Crit Moves:	****						****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	134	1423	0	0	1712	212	116	0	88	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:	134	1423	0	0	1712	212	116	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1423	0	0	1712	212	116	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1423	0	0	1712	212	116	0	88	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:	134	1423	0	0	1712	212	116	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.00	0.00	0.38	0.14	0.04	0.00	0.06	0.00	0.00	0.00
Crit Volume:	67				571		58				0	
Crit Moves:	****				****		****					

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	533	1490	10	46	561	134	129	90	591	42	364	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	1490	10	46	561	134	129	90	591	42	364	174
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	533	1490	0	46	561	0	129	90	0	42	364	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	1490	0	46	561	0	129	90	0	42	364	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	533	1490	0	46	561	0	129	90	0	42	364	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.00	0.02	0.13	0.00	0.04	0.03	0.00	0.01	0.13	0.00
Crit Volume:		497			23			65			182	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1! 0	0
Volume Module:												
Base Vol:	44	1241	9	1	729	18	21	5	119	50	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1241	9	1	729	18	21	5	119	50	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1241	9	1	729	18	21	5	119	50	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1241	9	1	729	18	21	5	119	50	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1241	9	1	729	18	21	5	119	50	2	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.88	0.03	0.09
Final Sat.:	1450	2900	1450	1450	2900	1450	1171	279	1450	1272	51	127
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.01	0.00	0.25	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:		621		1					119		57	
Crit Moves:		****		****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.460
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	1
Volume Module:												
Base Vol:	18	1039	6	4	495	6	47	2	31	21	2	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1039	6	4	495	6	47	2	31	21	2	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1039	6	4	495	6	47	2	31	21	2	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1039	6	4	495	6	47	2	31	21	2	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1039	6	4	495	6	47	2	31	21	2	95
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.98	0.02	0.96	0.04	1.00	0.91	0.09	1.00
Final Sat.:	1450	2883	17	1450	2865	35	1391	59	1450	1324	126	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.00	0.17	0.17	0.03	0.03	0.02	0.02	0.02	0.07
Crit Volume:		523		0				49				95
Crit Moves:		****		****				****				****

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	2	886	45	163	495	37	56	528	2	117	853	291
Growth Adj:	1.00	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	886	45	163	495	37	56	528	2	117	853	291
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	886	0	163	495	0	56	528	0	117	853	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	886	0	163	495	0	56	528	0	117	853	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	886	0	163	495	0	56	528	0	117	853	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.06	0.17	0.00	0.02	0.18	0.00	0.04	0.29	0.00
Crit Volume:		443			82			28			427	
Crit Moves:		****			****			****			****	

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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	78	41	6	14	3	50	251	377	24	2	723	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	41	6	14	3	50	251	377	24	2	723	15
User Adj:	1.00	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:	78	41	6	14	3	50	251	377	24	2	723	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	41	6	14	3	50	251	377	24	2	723	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	41	6	14	3	50	251	377	24	2	723	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.33	0.05	0.82	0.18	1.00	1.00	1.88	0.12	1.00	1.96	0.04
Final Sat.:	905	476	70	1194	256	1450	1450	2726	174	1450	2841	59
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.03	0.17	0.14	0.14	0.00	0.25	0.25
Crit Volume:			125			17		251			369	
Crit Moves:			****			****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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:	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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	539	411	323	62	0	0	0	0	243	0	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	539	411	323	62	0	0	0	0	243	0	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	539	411	323	62	0	0	0	0	243	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	539	411	323	62	0	0	0	0	243	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	539	411	323	62	0	0	0	0	243	0	264
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.27	0.22	0.04	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Crit Volume:		539		323			0					264
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	7	0	22	52	0	175	65	225	11	18	292	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	22	52	0	175	65	225	11	18	292	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	22	52	0	175	65	225	11	18	292	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	22	52	0	175	65	225	11	18	292	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	22	52	0	175	65	225	11	18	292	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.76	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	350	0	1100	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			29			175	65				146	
Crit Moves:			****			****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	1	0 2.0	0 1	0	1.0	0 1	0	1.0	0 1
Volume Module:												
Base Vol:	82	1246	15	4	794	50	93	16	144	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1246	15	4	794	50	93	16	144	3	1	1
User Adj:	1.00	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:	82	1246	15	4	794	50	93	16	144	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1246	15	4	794	50	93	16	144	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	1246	15	4	794	50	93	16	144	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1280	220	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.01	0.00	0.26	0.03	0.07	0.07	0.10	0.00	0.00	0.00
Crit Volume:		623		4					144	3		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.500
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	2	0 0.1	0 1.0	0	1 0	0 1
Volume Module:												
Base Vol:	178	1150	2	1	674	55	134	1	172	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	1150	2	1	674	55	134	1	172	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1150	2	1	674	55	134	1	172	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1150	2	1	674	55	134	1	172	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	1150	2	1	674	55	134	1	172	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	9	1491	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.00	0.00	0.22	0.04	0.04	0.12	0.12	0.00	0.00	0.00
Crit Volume:		575		1				173		1		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	553	1201	46	247	598	51	121	286	20	12	492	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	1201	46	247	598	51	121	286	20	12	492	161
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	553	1201	0	247	598	0	121	286	0	12	492	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	1201	0	247	598	0	121	286	0	12	492	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	553	1201	0	247	598	0	121	286	0	12	492	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.00	0.09	0.14	0.00	0.08	0.10	0.00	0.00	0.17	0.00
Crit Volume:		400			124			121			246	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	160	1264	119	49	814	24	95	7	120	30	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1264	119	49	814	24	95	7	120	30	3	15
User Adj:	1.00	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:	160	1264	119	49	814	24	95	7	120	30	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	1264	119	49	814	24	95	7	120	30	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	160	1264	119	49	814	24	95	7	120	30	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.74	0.26	1.00	2.91	0.09	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	3976	374	1450	4225	125	2701	199	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.03	0.19	0.19	0.04	0.04	0.08	0.02	0.02	0.01
Crit Volume:			461	49					120		33	
Crit Moves:			****	****					****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	115	1651	30	17	1034	107	296	60	183	73	63	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:	115	1651	30	17	1034	107	296	60	183	73	63	39
User Adj:	1.00	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:	115	1651	30	17	1034	107	296	60	183	73	63	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1651	30	17	1034	107	296	60	183	73	63	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:	115	1651	30	17	1034	107	296	60	183	73	63	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.66	0.34	1.00	0.83	0.72	0.45
Final Sat.:	2900	4350	1450	1450	4350	1450	2411	489	1450	1210	1044	646
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.01	0.24	0.07	0.12	0.12	0.13	0.06	0.06	0.06
Crit Volume:		550		17				178			88	
Crit Moves:		****		****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	380	1058	59	21	875	40	190	8	225	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	1058	59	21	875	40	190	8	225	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	380	1058	59	21	875	40	190	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	1058	59	21	875	40	190	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	380	1058	59	21	875	40	190	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2879	121	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.25	0.35	0.04	0.01	0.29	0.03	0.07	0.07	0.00	0.01	0.01	0.00
Crit Volume:	380				438		99				16	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.490
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	111	801	83	44	844	37	42	132	61	183	295	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	801	83	44	844	37	42	132	61	183	295	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	801	83	44	844	37	42	132	61	183	295	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	801	83	44	844	37	42	132	61	183	295	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:	111	801	83	44	844	37	42	132	61	183	295	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1389	61
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.06	0.02	0.19	0.03	0.03	0.05	0.04	0.06	0.21	0.21
Crit Volume:	55			281			66			308		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.398
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	112	922	344	123	936	24	5	60	123	284	64	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	922	344	123	936	24	5	60	123	284	64	60
User Adj:	1.00	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:	112	922	344	123	936	24	5	60	123	284	64	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	922	344	123	936	24	5	60	123	284	64	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	112	922	344	123	936	24	5	60	123	284	64	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.52	0.48
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2900	748	702
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.24	0.04	0.22	0.02	0.00	0.04	0.08	0.10	0.09	0.09
Crit Volume:	0			312					123	142		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.313
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	5	824	16	10	783	202	137	15	33	63	27	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	824	16	10	783	202	137	15	33	63	27	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	824	16	10	783	202	137	15	33	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	824	16	10	783	202	137	15	33	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	824	16	10	783	202	137	15	33	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.31	0.69	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	453	997	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.01	0.01	0.18	0.14	0.09	0.03	0.03	0.02	0.02	0.02
Crit Volume:		275		10			137			32		
Crit Moves:		****		****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec):	120	Critical Vol./Cap. (X):	0.741
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	38	1619	86	135	923	43	41	26	28	50	24	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1619	86	135	923	43	41	26	28	50	24	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1619	86	135	923	43	41	26	28	50	24	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1619	86	135	923	43	41	26	28	50	24	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	1619	86	135	923	43	41	26	28	50	24	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1500	2849	151	1500	2866	134	1500	1500	1500	1500	434	1066
Capacity Analysis Module:												
Vol/Sat:	0.03	0.57	0.57	0.09	0.32	0.32	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:		853		135			41					83
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	19	2387	28	1	1380	3	21	8	15	36	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	2387	28	1	1380	3	21	8	15	36	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	2387	28	1	1380	3	21	8	15	36	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	2387	28	1	1380	3	21	8	15	36	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	2387	28	1	1380	3	21	8	15	36	2	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.99	0.01	0.96	0.36	0.68	1.00	0.77	0.23
Final Sat.:	1450	4300	50	1450	4341	9	1384	527	989	1450	1113	337
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.00	0.32	0.32	0.02	0.02	0.02	0.02	0.00	0.01
Crit Volume:			805		1			22		36		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	9	2381	21	30	1357	48	48	29	2	24	14	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:	9	2381	21	30	1357	48	48	29	2	24	14	44
User Adj:	1.00	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:	9	2381	21	30	1357	48	48	29	2	24	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2381	21	30	1357	48	48	29	2	24	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2381	21	30	1357	48	48	29	2	24	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.61	0.37	0.02	0.29	0.17	0.54
Final Sat.:	1500	4461	39	1500	4346	154	911	551	38	439	256	805
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.02	0.31	0.31	0.05	0.05	0.05	0.05	0.05	0.05
Crit Volume:			801		30			48			82	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1693	34	90	1078	0	0	0	0	37	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1693	34	90	1078	0	0	0	0	37	0	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:	0	1693	34	90	1078	0	0	0	0	37	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1693	34	90	1078	0	0	0	0	37	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1693	34	90	1078	0	0	0	0	37	0	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2941	59	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.06	0.36	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:		864		90				0		37		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	728	2	33	428	0	0	0	0	4	0	252
Growth Adj:	1.00	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	728	2	33	428	0	0	0	0	4	0	252
User Adj:	1.00	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	728	2	33	428	0	0	0	0	4	0	252
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	728	2	33	428	0	0	0	0	4	0	252
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	728	2	33	428	0	0	0	0	4	0	252
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2992	8	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Crit Volume:		365		0				0				252
Crit Moves:		****		****								****

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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec):	120	Critical Vol./Cap. (X):	0.660
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	1353	114	136	539	3	4	5	5	72	2	146
Growth Adj:	1.00	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	1353	114	136	539	3	4	5	5	72	2	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1353	114	136	539	3	4	5	5	72	2	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1353	114	136	539	3	4	5	5	72	2	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1353	114	136	539	3	4	5	5	72	2	146
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.99	0.01	0.28	0.36	0.36	0.97	0.03	1.00
Final Sat.:	1450	2675	225	1450	2884	16	414	518	518	1411	39	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.51	0.09	0.19	0.19	0.01	0.01	0.01	0.05	0.05	0.10
Crit Volume:			734	136				14			74	
Crit Moves:			****	****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.551
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	1369	64	37	546	23	63	2	27	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1369	64	37	546	23	63	2	27	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1369	64	37	546	23	63	2	27	13	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1369	64	37	546	23	63	2	27	13	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1369	64	37	546	23	63	2	27	13	0	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2783	117	1405	45	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.04	0.03	0.20	0.20	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:		685		37				65		13		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0.0	0 0.0	0	1.0	0 1.0
Volume Module:												
Base Vol:	0	875	336	64	527	0	0	0	0	257	2	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	875	336	64	527	0	0	0	0	257	2	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	875	336	64	527	0	0	0	0	257	2	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	875	336	64	527	0	0	0	0	257	2	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	875	336	64	527	0	0	0	0	257	2	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.60	0.40
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	906	594
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.22	0.04	0.18	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Volume:		438		64				0		257		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.916
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	0.0	0.1	1.0	0.0	0.1	1.0	2.0	0.1	1.0	2.0	0.1
Volume Module:												
Base Vol:	81	0	416	293	0	64	365	1064	109	100	707	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	0	416	293	0	64	365	1064	109	100	707	140
User Adj:	1.00	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:	81	0	416	293	0	64	365	1064	109	100	707	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	416	293	0	64	365	1064	109	100	707	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	0	416	293	0	64	365	1064	109	100	707	140
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.29	0.20	0.00	0.04	0.25	0.37	0.08	0.07	0.24	0.10
Crit Volume:			416	293			365			354		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec): 120 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	912	9	1	492	15	97	18	215	23	37	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:	181	912	9	1	492	15	97	18	215	23	37	8
User Adj:	1.00	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:	181	912	9	1	492	15	97	18	215	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	912	9	1	492	15	97	18	215	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	912	9	1	492	15	97	18	215	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.94	0.06	0.84	0.16	1.00	0.38	0.62	1.00
Final Sat.:	1450	2872	28	1450	2814	86	1223	227	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.00	0.17	0.17	0.08	0.08	0.15	0.04	0.04	0.01
Crit Volume:			461	1				115			60	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	49	973	5	16	381	244	268	8	60	28	11	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:	49	973	5	16	381	244	268	8	60	28	11	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:	49	973	5	16	381	244	268	8	60	28	11	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	973	5	16	381	244	268	8	60	28	11	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:	49	973	5	16	381	244	268	8	60	28	11	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.22	0.78	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2885	15	1450	1768	1132	1408	42	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.01	0.22	0.22	0.19	0.19	0.04	0.03	0.03	0.02
Crit Volume:		489		16				276			39	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 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	1	1 0	1	0	1	1 0	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	78	1341	34		326	478	189		80	34	37		147	83	74	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	1341	34		326	478	189		80	34	37		147	83	74	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	78	1341	34		326	478	189		80	34	37		147	83	74	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	1341	34		326	478	189		80	34	37		147	83	74	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	78	1341	34		326	478	189		80	34	37		147	83	74	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.95	0.05		1.00	1.43	0.57		0.70	0.30	1.00		1.28	0.72	1.00	
Final Sat.:	1450	2828	72		1450	2078	822		1018	432	1450		1853	1047	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.47	0.47		0.22	0.23	0.23		0.08	0.08	0.03		0.08	0.08	0.05	
Crit Volume:			688		326					114			115			
Crit Moves:			****		****					****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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	1	1 0	1	0	2	0 1	1	0	0	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	134	1345	57		67	391	81		88	0	128		63	0	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	134	1345	57		67	391	81		88	0	128		63	0	110	
User Adj:	1.00	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:	134	1345	57		67	391	81		88	0	128		63	0	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	134	1345	57		67	391	81		88	0	128		63	0	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	134	1345	57		67	391	81		88	0	128		63	0	110	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.92	0.08		1.00	2.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1450	2782	118		1450	2900	1450		1450	0	1450		1450	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.48	0.48		0.05	0.13	0.06		0.06	0.00	0.09		0.04	0.00	0.08	
Crit Volume:			701		67					88					110	
Crit Moves:			****		****					****					****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	132	0	197	0	0	0	0	760	858	20	1587	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:	132	0	197	0	0	0	0	760	858	20	1587	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	0	0	0	0	0	0	760	0	20	1587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	0	0	0	0	0	760	0	20	1587	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	132	0	0	0	0	0	0	760	0	20	1587	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.01	0.53	0.00
Crit Volume:	66			0			0			794		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	0	4	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	126	0	770	13	493	585	0	1138	265	394	1025	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	770	13	493	585	0	1138	265	394	1025	494
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	0	770	13	493	0	0	1138	265	394	1025	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	770	13	493	0	0	1138	265	394	1025	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	126	0	770	13	493	0	0	1138	265	394	1025	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.26	0.01	0.16	0.00	0.00	0.19	0.18	0.13	0.23	0.00
Crit Volume:			385	13			0			342		
Crit Moves:			****	****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.704
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	704	0	146	0	1189	294	0	1550	562
Growth Adj:	1.00	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	704	0	146	0	1189	294	0	1550	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	704	0	146	0	1189	0	0	1550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	704	0	146	0	1189	0	0	1550	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	704	0	146	0	1189	0	0	1550	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.09	0.00	0.37	0.00	0.00	0.48	0.00
Crit Volume:			0	352			0				775	
Crit Moves:				****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.415
Loss Time (sec):	6	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	968	354	537	495	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	968	354	537	495	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	968	354	537	495	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	968	354	537	495	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	968	354	537	495	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.24	0.18	0.17	0.00
Crit Volume:	0			0					354	269		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 6 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:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	504	0	474	0	0	0	0	1260	263	0	1719	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	0	474	0	0	0	0	1260	263	0	1719	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	504	0	474	0	0	0	0	1260	0	0	1719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	0	474	0	0	0	0	1260	0	0	1719	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	504	0	474	0	0	0	0	1260	0	0	1719	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.16	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.38	0.00
Crit Volume:			237	0			0				573	
Crit Moves:			****				****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	240	0	555	0	1289	184	0	1601	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	240	0	555	0	1289	184	0	1601	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	240	0	0	0	1289	0	0	1601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	240	0	0	0	1289	0	0	1601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	240	0	0	0	1289	0	0	1601	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.29	0.00	0.00	0.36	0.00
Crit Volume:				120			0				534	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.725
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1845	143	0	279	0	0	0	0	607	0	472
Growth Adj:	1.00	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	1845	143	0	279	0	0	0	0	607	0	472
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1845	0	0	279	0	0	0	0	607	0	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1845	0	0	279	0	0	0	0	607	0	472
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1845	0	0	279	0	0	0	0	607	0	472
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.06	0.00	0.00	0.00	0.00	0.13	0.00	0.31
Crit Volume:		615		0			0					472
Crit Moves:		****		****								****

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.531
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			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:	2	0 3	0 0	0	0 3	0 1	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	815	769	0	0	1167	157	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	815	769	0	0	1167	157	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	815	769	0	0	1167	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	815	769	0	0	1167	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	815	769	0	0	1167	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	408				389		0				0	
Crit Moves:	****				****							

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.435
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	1420	176	359	895	0	0	0	541	0	0	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:	0	1420	176	359	895	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1420	0	359	895	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1420	0	359	895	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1420	0	359	895	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.12	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		473		180			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.824
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	132	403	782	141	0	226	270	1620	226	0	1683	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	403	782	141	0	226	270	1620	226	0	1683	269
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	403	0	141	0	226	270	1620	226	0	1683	269
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	403	0	141	0	226	270	1620	226	0	1683	269
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	403	0	141	0	226	270	1620	226	0	1683	269
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.76	0.24	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2545	355	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.05	0.00	0.08	0.09	0.64	0.64	0.00	0.29	0.19
Crit Volume:		202		71				923		0		
Crit Moves:		****		****				****		****		

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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap. (X):	0.401
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	0	0	7	72	1	32	10	277	4	4	226	492
Growth Adj:	1.00	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	7	72	1	32	10	277	4	4	226	492
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	72	1	32	10	277	4	4	226	492
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	72	1	32	10	277	4	4	226	492
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	72	1	32	10	277	4	4	226	492
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.34
Crit Volume:			7	72			10					492
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1617	61	83	928	0	0	431	139	18	0	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:	0	1617	61	83	928	0	0	431	139	18	0	42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1617	0	83	928	0	0	431	139	18	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1617	0	83	928	0	0	431	139	18	0	42
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1617	0	83	928	0	0	431	139	18	0	42
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.06	0.32	0.00	0.00	0.15	0.10	0.01	0.00	0.03
Crit Volume:		809		83				215		9		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec):	100				Critical Vol./Cap. (X):				0.238							
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	24				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	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	0	0 1	0	0	0	0 0	0	0	1	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	32	0	215		0	0	0		0	126	16		254	548	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:	32	0	215		0	0	0		0	126	16		254	548	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	0	215		0	0	0		0	126	16		254	548	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	0	215		0	0	0		0	126	16		254	548	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:	32	0	215		0	0	0		0	126	16		254	548	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	1.77	0.23		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	2662	338		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.14		0.00	0.00	0.00		0.00	0.05	0.05		0.17	0.18	0.00	
Crit Volume:	32						0			71			254			
Crit Moves:	****									****			****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec):	100				Critical Vol./Cap. (X):				0.603							
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	47				Level Of Service:				B							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	451	1414	0		0	697	35		25	0	105		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:	451	1414	0		0	697	35		25	0	105		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	451	1414	0		0	697	35		25	0	105		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	451	1414	0		0	697	35		25	0	105		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:	451	1414	0		0	697	35		25	0	105		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1500	3000	0		0	3000	1500		1500	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.30	0.47	0.00		0.00	0.23	0.02		0.02	0.00	0.07		0.00	0.00	0.00	
Crit Volume:	451					349					105		0			
Crit Moves:	****					****					****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec):	100	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	0	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			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	433	1521	0	252	440	51	42	3	23	0	6	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:	433	1521	0	252	440	51	42	3	23	0	6	56
User Adj:	1.00	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:	433	1521	0	252	440	51	42	3	23	0	6	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	1521	0	252	440	51	42	3	23	0	6	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	433	1521	0	252	440	51	42	3	23	0	6	56
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.23	1.77	0.00	0.10	0.90
Final Sat.:	1500	3000	0	1500	3000	1500	1500	346	2654	0	145	1355
Capacity Analysis Module:												
Vol/Sat:	0.29	0.51	0.00	0.17	0.15	0.03	0.03	0.01	0.01	0.00	0.04	0.04
Crit Volume:		761		252			42				62	
Crit Moves:		****		****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec):	100	Critical Vol./Cap. (X):	0.691
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	59	0	0	0	0	3178	0	183	964	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	59	0	0	0	0	3178	0	183	964	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	0	0	0	0	3178	0	183	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	59	0	0	0	0	3178	0	183	964	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	59	0	0	0	0	3178	0	183	964	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.53	0.00	0.12	0.16	0.00
Crit Volume:			59		0			794		183		
Crit Moves:			****					****		****		

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 2.0	0 1.0	1.0	2.0	0 0.0	0	0 0.0	0 0.0	1.0	1! 0.0	0
Volume Module:												
Base Vol:	0	283	882	405	256	0	0	0	0	345	0	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:	0	283	882	405	256	0	0	0	0	345	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	283	0	405	256	0	0	0	0	345	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	0	405	256	0	0	0	0	345	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	283	0	405	256	0	0	0	0	345	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2907	0	93
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.27	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		142		405				0		178		
Crit Moves:		****		****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.118
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0.0	0 2.0	0	0 0.0	0 0.0	0	0 1.0	0 1.0	2	0 1.0	0 0
Volume Module:												
Base Vol:	4	0	354	0	0	0	0	17	33	280	8	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:	4	0	354	0	0	0	0	17	33	280	8	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	0	0	0	0	0	17	33	280	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	0	0	0	0	0	17	33	280	8	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	0	0	0	0	0	0	17	33	280	8	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.09	0.01	0.00
Crit Volume:	4				0				33	140		
Crit Moves:	****								****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.513
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	20	106	136	446	137	80	41	322	24	84	199	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	106	136	446	137	80	41	322	24	84	199	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	106	136	446	137	80	41	322	24	84	199	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	106	136	446	137	80	41	322	24	84	199	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	106	136	446	137	80	41	322	24	84	199	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.09	0.31	0.09	0.06	0.03	0.07	0.02	0.06	0.05	0.08
Crit Volume:		106		446				107		84		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	2528	9	149	1773	0	0	0	0	0	0	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:	0	2528	9	149	1773	0	0	0	0	0	0	154
User Adj:	1.00	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	2528	9	149	1773	0	0	0	0	0	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2528	9	149	1773	0	0	0	0	0	0	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2528	9	149	1773	0	0	0	0	0	0	154
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.01	0.10	0.39	0.00	0.00	0.00	0.00	0.00	0.00	0.10
Crit Volume:		843		149				0				154
Crit Moves:		****		****								****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.265
Loss Time (sec):	0	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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	412	0	0	0	0	0	0	0	424
Growth Adj:	1.00	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	412	0	0	0	0	0	0	0	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	412	0	0	0	0	0	0	0	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	412	0	0	0	0	0	0	0	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	412	0	0	0	0	0	0	0	424
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27
Crit Volume:		0			0			0				424
Crit Moves:				****								****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	2533	39	5	1768	0	0	0	0	67	0	3
Growth Adj:	1.00	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	2533	39	5	1768	0	0	0	0	67	0	3
User Adj:	1.00	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	2533	39	5	1768	0	0	0	0	67	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2533	39	5	1768	0	0	0	0	67	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2533	39	5	1768	0	0	0	0	67	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.96	0.00	0.04
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1436	0	64
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.03	0.00	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		844			5			0				70
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	68	0	47	0	0	0	0	11	222	170	16	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:	68	0	47	0	0	0	0	11	222	170	16	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	0	47	0	0	0	0	11	222	170	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	47	0	0	0	0	11	222	170	16	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:	68	0	47	0	0	0	0	11	222	170	16	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.91	0.09	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1371	129	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.15	0.12	0.12	0.00
Crit Volume:	68			0					222		186	
Crit Moves:	****								****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1
Volume Module:												
Base Vol:	59	96	18	305	80	6	13	152	28	55	10	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	96	18	305	80	6	13	152	28	55	10	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	96	18	305	80	6	13	152	28	55	10	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	96	18	305	80	6	13	152	28	55	10	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	96	18	305	80	6	13	152	28	55	10	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.08	0.92	1.00	0.85	0.15	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	114	1336	1450	1227	223	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.01	0.21	0.03	0.00	0.11	0.11	0.02	0.04	0.04	0.00
Crit Volume:		48		305				165			65	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.899
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0	1 0	1	0	1 0	0	0	0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	770	20	80	378	0	0	0	0	28	0	498
Growth Adj:	1.00	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	770	20	80	378	0	0	0	0	28	0	498
User Adj:	1.00	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	770	20	80	378	0	0	0	0	28	0	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	770	20	80	378	0	0	0	0	28	0	498
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	770	20	80	378	0	0	0	0	28	0	498
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.01	0.05	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.33
Crit Volume:		770		80			0					498
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 1.014
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	83	0	219	807	1764	0	0	1891	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:	0	0	0	83	0	219	807	1764	0	0	1891	53
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	0	807	1764	0	0	1891	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	0	807	1764	0	0	1891	53
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:	0	0	0	83	0	0	807	1764	0	0	1891	53
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.54	0.39	0.00	0.00	0.42	0.04
Crit Volume:				83			807				630	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
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	2	0 1	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	52	983	0		22	958	58		101	3	28		0	1	25	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	52	983	0		22	958	58		101	3	28		0	1	25	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	52	983	0		22	958	58		101	3	28		0	1	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	52	983	0		22	958	58		101	3	28		0	1	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	52	983	0		22	958	58		101	3	28		0	1	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.89	0.11		1.00	0.10	0.90		0.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2734	166		1450	140	1310		0	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.34	0.00		0.02	0.35	0.35		0.07	0.02	0.02		0.00	0.00	0.00	
Crit Volume:	52						508		101					1		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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				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 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	85	5	117		44	6	0		0	779	117		165	482	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	5	117		44	6	0		0	779	117		165	482	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:	85	5	117		44	6	0		0	779	117		165	482	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	5	117		44	6	0		0	779	117		165	482	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:	85	5	117		44	6	0		0	779	117		165	482	28	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.94	0.06	1.00		0.88	0.12	0.00		1.00	1.74	0.26		1.00	1.89	0.11	
Final Sat.:	1369	81	1450		1276	174	0		1450	2521	379		1450	2741	159	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.08		0.03	0.03	0.00		0.00	0.31	0.31		0.11	0.18	0.18	
Crit Volume:			117			50				448			165			
Crit Moves:			****			****				****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100	Critical Vol./Cap. (X):	0.139				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	26	Level Of Service:	A				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	55	0	0	0	0	197	12	55	320	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:	6	0	55	0	0	0	0	197	12	55	320	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	55	0	0	0	0	197	12	55	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	55	0	0	0	0	197	12	55	320	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:	6	0	55	0	0	0	0	197	12	55	320	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00
Crit Volume:			55	0				99		55		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.692				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	74	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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	138	792	0	0	1051	15	56	0	374	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:	138	792	0	0	1051	15	56	0	374	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	792	0	0	1051	15	56	0	374	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	792	0	0	1051	15	56	0	374	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:	138	792	0	0	1051	15	56	0	374	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.00	0.35	0.01	0.04	0.00	0.25	0.00	0.00	0.00
Crit Volume:	138				526				374	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	167	2582	0	0	1802	168
Growth Adj:	1.00	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	0	0	0	167	2582	0	0	1802	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	167	2582	0	0	1802	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	167	2582	0	0	1802	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	167	2582	0	0	1802	168
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.40	0.00	0.00	0.38	0.11
Crit Volume:	0			0			167				601	
Crit Moves:							****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0				0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	0			Level Of Service:											
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0			
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0			
Saturation Flow Module:															
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Crit Volume:		0			0			0			0				
Crit Moves:															

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	0			Level Of Service:											
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1			
Volume Module:															
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0			
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0			
Saturation Flow Module:															
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Crit Volume:		0			0			0			0				
Crit Moves:															

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.622									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	60			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1				
Volume Module:																
Base Vol:	130	253	22	717	530	162	101	1181	49	130	764	200				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	130	253	22	717	530	162	101	1181	49	130	764	200				
User Adj:	1.00	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:	130	253	22	717	530	162	101	1181	49	130	764	200				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	130	253	22	717	530	162	101	1181	49	130	764	200				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	130	253	22	717	530	162	101	1181	49	130	764	200				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.06	0.02	0.25	0.12	0.11	0.03	0.27	0.03	0.04	0.18	0.14				
Crit Volume:		84		359				394		65						
Crit Moves:		****		****				****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	0			Level Of Service:												
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1				
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0				
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Volume:		0			0			0			0					
Crit Moves:																

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.836
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	139	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	23	0	627	0	0	0	0	1883	13	403	1071	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:	23	0	627	0	0	0	0	1883	13	403	1071	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	627	0	0	0	0	1883	13	403	1071	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	627	0	0	0	0	1883	13	403	1071	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:	23	0	627	0	0	0	0	1883	13	403	1071	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.42	0.00	0.00	0.00	0.00	0.42	0.01	0.13	0.24	0.00
Crit Volume:			627	0				628		0		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	5	0	15	0	0	0	0	2509	1	5	1469	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:	5	0	15	0	0	0	0	2509	1	5	1469	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	15	0	0	0	0	2509	1	5	1469	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	15	0	0	0	0	2509	1	5	1469	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:	5	0	15	0	0	0	0	2509	1	5	1469	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.56	0.00	0.00	0.33	0.00
Crit Volume:			15		0			836			5	
Crit Moves:			****					****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	1	1	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 0 0	1	0	0 0	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	3	0	1	1	0	3	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	865	265	19	133	7	1	74	18	120	29	20
Growth Adj:	1.00	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	865	265	19	133	7	1	74	18	120	29	20
User Adj:	1.00	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:	35	865	265	19	133	7	1	74	18	120	29	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	865	265	19	133	7	1	74	18	120	29	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	865	265	19	133	7	1	74	18	120	29	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.90	0.10	0.01	0.99	1.00	0.71	0.17	0.12
Final Sat.:	1450	1450	1450	1450	2755	145	19	1431	1450	1030	249	172
Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.18	0.01	0.05	0.05	0.05	0.05	0.01	0.12	0.12	0.12
Crit Volume:		865		19			75				169	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0	0
Volume Module:												
Base Vol:	1	356	324	1	88	134	384	366	3	9	89	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	356	324	1	88	134	384	366	3	9	89	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	356	324	1	88	134	384	366	3	9	89	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	356	324	1	88	134	384	366	3	9	89	2
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	356	324	2	88	134	384	366	3	9	89	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.02	0.97	0.01	1.00	1.96	0.04
Final Sat.:	4	1496	1500	17	1483	1500	1530	1458	12	1500	2934	66
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.22	0.06	0.06	0.09	0.25	0.25	0.25	0.01	0.03	0.03
Crit Volume:		357		1					377		46	
Crit Moves:		****		****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	150	30	36	3	19	9	7	456	193	10	214	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	30	36	3	19	9	7	456	193	10	214	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	150	30	36	3	19	9	7	456	193	10	214	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	30	36	3	19	9	7	456	193	10	214	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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:	150	30	36	3	19	9	7	456	193	20	214	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.83	0.17	1.00	0.10	0.61	0.29	0.02	0.98	1.00	0.04	0.96	1.00
Final Sat.:	1333	267	1600	155	981	465	24	1576	1600	71	1529	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.02	0.02	0.02	0.02	0.29	0.29	0.12	0.14	0.14	0.00
Crit Volume:	150					31		463		10		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.459
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	4	40	42	37	23	28	99	581	9	26	204	110
Growth Adj:	1.00	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	40	42	37	23	28	99	581	9	26	204	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	40	42	37	23	28	99	581	9	26	204	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	40	42	37	23	28	99	581	9	26	204	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	40	42	37	23	28	99	581	9	26	204	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.49	0.51	1.00	0.45	0.55	1.00	0.98	0.02	1.00	0.65	0.35
Final Sat.:	1600	780	820	1600	722	878	1600	1576	24	1600	1039	561
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.03	0.03	0.06	0.37	0.37	0.02	0.20	0.20
Crit Volume:		82		37			590		26			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.552
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0	0	1	0 0 1	0	1	0
Volume Module:												
Base Vol:	11	43	436	18	25	7	20	492	14	209	222	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	43	436	18	25	7	20	492	14	209	222	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	43	0	18	25	7	20	492	14	209	222	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	43	0	18	25	7	20	492	14	209	222	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	43	0	18	25	7	20	492	14	209	222	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	1.00	0.36	0.50	0.14	1.00	0.97	0.03	1.00	0.89	0.11
Final Sat.:	306	1194	1500	540	750	210	1500	1458	42	1500	1332	168
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.03	0.03	0.01	0.34	0.34	0.14	0.17	0.17
Crit Volume:		54		18			506			250		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	233	881	30	96	775	20	71	193	329	86	140	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:	233	881	30	96	775	20	71	193	329	86	140	44
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	233	881	30	96	775	0	71	193	0	86	140	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	881	30	96	775	0	71	193	0	86	140	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	233	881	30	96	775	0	71	193	0	86	140	44
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.02	0.07	0.27	0.00	0.05	0.13	0.00	0.06	0.10	0.03
Crit Volume:		441		96				193		86		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0	1	0 0 2
Volume Module:												
Base Vol:	0	7	1	747	20	484	628	36	7	1	30	509
Growth Adj:	1.00	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	7	1	747	20	484	628	36	7	1	30	509
User Adj:	1.00	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	7	1	747	20	484	628	36	7	1	30	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	747	20	484	628	36	7	1	30	509
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	747	20	484	628	36	7	1	30	509
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.87	0.11	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2824	76	1450	2714	156	30	47	1403	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.33	0.23	0.23	0.23	0.02	0.02	0.18
Crit Volume:		7		384					336		31	
Crit Moves:		****		****					****		****	

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2025 CIP No Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#205 Watt Ave/Baseline Rd	B xxxxx	0.656	B xxxxx	0.656	+ 0.000 V/C
#209 West Side/ Baseline	D xxxxx	0.880	D xxxxx	0.880	+ 0.000 V/C
#212 Market Street/ Baseline	B xxxxx	0.601	B xxxxx	0.601	+ 0.000 V/C
#301 Locust/Baseline	A xxxxx	0.227	A xxxxx	0.227	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.475	A xxxxx	0.475	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E xxxxx	0.958	E xxxxx	0.958	+ 0.000 V/C

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.656
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	130	253	22	717	530	162	101	1181	49	130	764	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	130	253	22	717	530	162	101	1181	49	130	764	200
User Adj:	1.00	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:	130	253	22	717	530	162	101	1181	49	130	764	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	253	22	717	530	162	101	1181	49	130	764	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	130	253	22	717	530	162	101	1181	49	130	764	200
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.02	0.26	0.13	0.12	0.04	0.29	0.04	0.05	0.19	0.15
Crit Volume:		84		359				394		65		
Crit Moves:	****			****				****		****		

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #209 West Side/ Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	0.880
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	23	0	627		0	0	0		0	1883		13	403	1071		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:	23	0	627		0	0	0		0	1883		13	403	1071		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	23	0	627		0	0	0		0	1883		13	403	1071		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	23	0	627		0	0	0		0	1883		13	403	1071		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:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00		1.00	1.10	1.00		1.00
FinalVolume:	25	0	627		0	0	0		0	1883		13	443	1071		0
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00		1.00	2.00	3.00		1.00
Final Sat.:	2850	4275	1425		2850	4275	1425		2850	4275		1425	2850	4275		1425
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.44		0.00	0.00	0.00		0.00	0.44		0.01	0.16	0.25		0.00
Crit Volume:			627				0			628				0		
Crit Moves:			****							****				****		

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Market Street/ Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	0.601
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5	0	15		0	0	0		0	2509		1	5	1469		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:	5	0	15		0	0	0		0	2509		1	5	1469		0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	5	0	15		0	0	0		0	2509		1	5	1469		0
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	5	0	15		0	0	0		0	2509		1	5	1469		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:	5	0	15		0	0	0		0	2509		1	5	1469		0
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00		1.00	1.00	3.00		1.00
Final Sat.:	1425	1425	1425		1425	1425	1425		1425	4275		1425	1425	4275		1425
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.59		0.00	0.00	0.34		0.00
Crit Volume:			15				0			836				5		
Crit Moves:			****							****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.227
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1! 0	0	1	0	3	0	1	0	3	0	1
Volume Module:																
Base Vol:	30	5	35	13	1	1	2	678	14	52	807	19				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	30	5	35	13	1	1	2	678	14	52	807	19				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	30	5	35	13	1	1	2	678	14	52	807	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	5	35	13	1	1	2	678	14	52	807	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	30	5	35	13	1	1	2	678	14	52	807	19				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.86	0.14	1.00	0.87	0.06	0.07	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	1221	204	1425	1235	95	95	1425	4275	1425	1425	4275	1425				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02	0.01	0.01	0.01	0.00	0.16	0.01	0.04	0.19	0.01				
Crit Volume:	30					15		226		52						
Crit Moves:	****					****		****		****						

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.475
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	2	0	3	0	1	0	0	1! 0	0	1	1	0	0	2
Volume Module:																
Base Vol:	8	1205	396	149	1520	2	9	5	20	255	1	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:	8	1205	396	149	1520	2	9	5	20	255	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	8	1205	396	149	1520	2	9	5	20	255	1	75				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	8	1205	396	149	1520	2	9	5	20	255	1	75				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	1205	396	149	1520	2	9	5	20	255	1	75				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.26	0.15	0.59	1.99	0.01	2.00				
Final Sat.:	1425	4275	1425	2850	4275	1425	377	210	838	2839	11	2850				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.28	0.28	0.05	0.36	0.00	0.02	0.02	0.02	0.09	0.09	0.03				
Crit Volume:	8				507			34		128						
Crit Moves:	****				****			****		****						

2025 CIP No Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.958
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	190	1345	167	59	1262	151	134	264	209	232	66	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:	190	1345	167	59	1262	151	134	264	209	232	66	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1345	167	59	1262	151	134	264	209	232	66	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1345	167	59	1262	151	134	264	209	232	66	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	1345	167	59	1262	151	134	264	209	232	66	26
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.49	0.12	0.04	0.46	0.11	0.10	0.19	0.15	0.17	0.05	0.02
Crit Volume:	190				631			264		232		
Crit Moves:	****				****			****		****		

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2025 CIP No Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	D xxxxx	0.822	D xxxxx	0.822	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	E xxxxx	0.923	E xxxxx	0.923	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F xxxxx	1.174	F xxxxx	1.174	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	B xxxxx	0.612	B xxxxx	0.612	+ 0.000 V/C
#313 Watt Ave/Elkhorn	D xxxxx	0.839	D xxxxx	0.839	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	B xxxxx	0.646	B xxxxx	0.646	+ 0.000 V/C

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2025 CIP No Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.822
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 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:	Ovl				Ovl				Ovl				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:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	270	1084	135		330	1543	426		557	568	112		335	611	328	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	270	1084	135		330	1543	426		557	568	112		335	611	328	
User Adj:	1.00	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:	270	1084	135		330	1543	426		557	568	112		335	611	328	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	270	1084	135		330	1543	426		557	568	112		335	611	328	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	270	1084	135		330	1543	426		557	568	112		335	611	328	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.24	0.09		0.11	0.34	0.28		0.19	0.19	0.07		0.11	0.20	0.22	
Crit Volume:	135					514			279					306		
Crit Moves:	****					****			****					****		

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.923
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	80	832	305	366	1547	89	169	1183	191	353	752	474				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	80	832	305	366	1547	89	169	1183	191	353	752	474				
User Adj:	1.00	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:	80	832	305	366	1547	89	169	1183	191	353	752	474				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	80	832	305	366	1547	89	169	1183	191	353	752	474				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	832	305	366	1547	89	169	1183	191	353	752	474				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.28	0.20	0.12	0.52	0.06	0.06	0.26	0.13	0.12	0.17	0.32				
Crit Volume:	40			774			394			177						
Crit Moves:	****			****			****			****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.174
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	229	850	14	94	1444	213	235	349	280	274	575	67				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	229	850	14	94	1444	213	235	349	280	274	575	67				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	229	850	14	94	1444	213	235	349	280	274	575	67				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	229	850	14	94	1444	213	235	349	280	274	575	67				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	229	850	14	94	1444	213	235	349	280	274	575	67				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00				
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.15	0.28	0.01	0.06	0.48	0.14	0.16	0.12	0.19	0.18	0.38	0.04				
Crit Volume:	229			722			235			575						
Crit Moves:	****			****			****			****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	227	748	77	95	1029	339	187	289	143	147	305	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	748	77	95	1029	339	187	289	143	147	305	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	748	77	95	1029	339	187	289	143	147	305	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	748	77	95	1029	339	187	289	143	147	305	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:	227	748	77	95	1029	339	187	289	143	147	305	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.34	0.66	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2007	993	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.05	0.03	0.34	0.23	0.06	0.14	0.14	0.05	0.10	0.01
Crit Volume:	113				514			216			74	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	169	714	94	222	1960	340	208	799	325	241	700	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	714	94	222	1960	340	208	799	325	241	700	215
User Adj:	1.00	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:	169	714	94	222	1960	340	208	799	325	241	700	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	714	94	222	1960	340	208	799	325	241	700	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	169	714	94	222	1960	340	208	799	325	241	700	215
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.06	0.07	0.44	0.23	0.07	0.27	0.22	0.08	0.23	0.14
Crit Volume:	84				653			399			121	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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:		Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	159	583	148		468	1065	153		62	985	174		26	884	300	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	583	148		468	1065	153		62	985	174		26	884	300	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	159	583	148		468	1065	153		62	985	174		26	884	300	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	159	583	148		468	1065	153		62	985	174		26	884	300	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	159	583	148		468	1065	153		62	985	174		26	884	300	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.19	0.10		0.16	0.36	0.10		0.04	0.22	0.12		0.02	0.20	0.20	
Crit Volume:	80				533				62				295			
Crit Moves:	****				****				****				****			

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#303 Pleasent Grove N/Riego	B xxxxx	0.673	B xxxxx	0.673	+ 0.000 V/C
#304 Pleasent Grove S/Riego	B xxxxx	0.618	B xxxxx	0.618	+ 0.000 V/C
#316 SR 99 NB Off Ramp / Riego Rd	A xxxxx	0.354	A xxxxx	0.354	+ 0.000 V/C
#317 SR 99 SB Off Ramp/Riego Rd	A xxxxx	0.143	A xxxxx	0.143	+ 0.000 V/C

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2025 CIP No Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	375	0	2	53	1015	0	0	1062	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	375	0	2	53	1015	0	0	1062	206
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	375	0	2	53	1015	0	0	1062	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	375	0	2	53	1015	0	0	1062	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	375	0	2	53	1015	0	0	1062	206
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.00	0.04	0.36	0.00	0.00	0.37	0.14
Crit Volume:		0		375			53			531		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.618
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																			
Base Vol:	336	0	134	0	0	0	0	896	494	97	929	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:	336	0	134	0	0	0	0	896	494	97	929	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	336	0	134	0	0	0	0	896	494	97	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	0	134	0	0	0	0	896	494	97	929	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:	336	0	134	0	0	0	0	896	494	97	929	0
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:																			
Vol/Sat:	0.22	0.00	0.09	0.00	0.00	0.00	0.00	0.30	0.33	0.06	0.31	0.00
Crit Volume:	336			0					494	97		
Crit Moves:	****								****	****		

2025 CIP No Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.354
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	0	2	0	1	0	0	3	0	1
Volume Module:																			
Base Vol:	132	0	721	0	0	0	0	147	13	0	1197	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	0	721	0	0	0	0	147	13	0	1197	78
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	0	0	0	0	0	0	147	0	0	1197	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	0	0	0	0	0	147	0	0	1197	78
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	132	0	0	0	0	0	0	147	0	0	1197	78
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	4500	1500
Capacity Analysis Module:																			
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.27	0.05
Crit Volume:	132			0					0		399	
Crit Moves:	****						****				****	

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2025 CIP No Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.143
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	1	0	0	0	0	2	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	2	0	27	0	174	177	0	305	1024
Growth Adj:	1.00	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	2	0	27	0	174	177	0	305	1024
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:	0	0	0	2	0	27	0	174	177	0	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	27	0	174	177	0	305	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	2	0	27	0	174	177	0	305	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.06	0.12	0.00	0.11	0.00
Crit Volume:	0					27			177	0		
Crit Moves:						****			****	****		

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2025 CIP NO PROJECT CONDITIONS
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	F	xxxxx	1.102	F	xxxxx	1.102	+ 0.000
# 5 Blue Oaks & Crocker Ranch	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.548	A	xxxxx	0.548	+ 0.000
# 7 Blue Oaks & Fiddyment	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000
# 8 Blue Oaks & New Meadow	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	F	xxxxx	1.249	F	xxxxx	1.249	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.044	F	xxxxx	1.044	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.119	F	xxxxx	1.119	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000
# 16 Cirby Wy & Northridge Dr	D	xxxxx	0.881	D	xxxxx	0.881	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.107	F	xxxxx	1.107	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.239	F	xxxxx	1.239	+ 0.000

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City of Roseville
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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.775	C	xxxxx	0.775	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.953	E	xxxxx	0.953	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.013	F	xxxxx	1.013	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.787	C	xxxxx	0.787	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	E	xxxxx	0.912	E	xxxxx	0.912	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.199	A	xxxxx	0.199	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.283	A	xxxxx	0.283	+ 0.000 V/C
# 90 Pleasant Grove & Michener	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.212	F	xxxxx	1.212	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx		0.897	D	xxxxx		0.897	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	B	xxxxx		0.601	B	xxxxx		0.601	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx		0.499	A	xxxxx		0.499	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx		0.671	B	xxxxx		0.671	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx		0.269	A	xxxxx		0.269	+ 0.000 V/C
#103 Roseville Parkway & Chase	C	xxxxx		0.781	C	xxxxx		0.781	+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx		0.794	C	xxxxx		0.794	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx		0.838	D	xxxxx		0.838	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx		0.910	E	xxxxx		0.910	+ 0.000 V/C
#107 Roseville Parkway & Reserve	C	xxxxx		0.796	C	xxxxx		0.796	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx		0.739	C	xxxxx		0.739	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx		0.826	D	xxxxx		0.826	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx		0.594	A	xxxxx		0.594	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx		0.605	B	xxxxx		0.605	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	B	xxxxx		0.700	B	xxxxx		0.700	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx		0.654	B	xxxxx		0.654	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx		0.493	A	xxxxx		0.493	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx		0.609	B	xxxxx		0.609	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx		0.599	A	xxxxx		0.599	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx		0.806	D	xxxxx		0.806	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx		0.651	B	xxxxx		0.651	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx		0.518	A	xxxxx		0.518	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	C	xxxxx		0.764	C	xxxxx		0.764	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx		0.546	A	xxxxx		0.546	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx		0.743	C	xxxxx		0.743	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx		0.328	A	xxxxx		0.328	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx		0.449	A	xxxxx		0.449	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx		0.595	A	xxxxx		0.595	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx		0.558	A	xxxxx		0.558	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	D	xxxxx		0.803	D	xxxxx		0.803	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx		0.790	C	xxxxx		0.790	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx		0.553	A	xxxxx		0.553	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx		0.644	B	xxxxx		0.644	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx		0.623	B	xxxxx		0.623	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx		0.537	A	xxxxx		0.537	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx		0.738	C	xxxxx		0.738	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx		0.903	E	xxxxx		0.903	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx		0.703	C	xxxxx		0.703	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx		0.614	B	xxxxx		0.614	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx		0.467	A	xxxxx		0.467	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx		0.763	C	xxxxx		0.763	+ 0.000 V/C
#139 Washington & Sawtell/Derek	D	xxxxx		0.808	D	xxxxx		0.808	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx		0.451	A	xxxxx		0.451	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx		0.829	D	xxxxx		0.829	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx		0.637	B	xxxxx		0.637	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	B	xxxxx		0.623	B	xxxxx		0.623	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	C	xxxxx		0.757	C	xxxxx		0.757	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx		0.550	A	xxxxx		0.550	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	B	xxxxx		0.640	B	xxxxx		0.640	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000 V/C
#156 Fairway & Highland Park	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#159 Washington Blvd & Industrial	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.187	A	xxxxx	0.187	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.246	A	xxxxx	0.246	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.209	A	xxxxx	0.209	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#178 Watt Ave & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#179 Watt Ave & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#185 Market St & Baseline Rd	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#188 Upland Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#194 Watt Ave & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#197 Baseline Rd & SV CC2	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#199 Baseline Rd & SV CC4	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#200 Watt Ave & Road C	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#201 West Side Dr & Road C	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#203 West Side Dr & Parkway One	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#204 West Side Dr & Nobo Dr	xxxxx	0.000		xxxxx	0.000		+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.973	E	xxxxx	0.973	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	16	1	23	64	4	18	20	1129	43	13	1068	169
Growth Adj:	1.00	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	1	23	64	4	18	20	1129	43	13	1068	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	23	64	4	18	20	1129	43	13	1068	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	23	64	4	18	20	1129	43	13	1068	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	23	64	4	18	20	1129	43	13	1068	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	60	1390	1365	85	1450	1450	2794	106	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.40	0.40	0.01	0.37	0.12
Crit Volume:			24			68			586		13	
Crit Moves:			****			****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	85	0	677		0	0	0		0	940	271		299	1331		1
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	85	0	677		0	0	0		0	940	271		299	1331		1
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	85	0	677		0	0	0		0	940	271		299	1331		1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	85	0	677		0	0	0		0	940	271		299	1331		1
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:	85	0	677		0	0	0		0	940	271		299	1331		1
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500		1500
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	1.99		0.01
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	2998		2
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.45		0.00	0.00	0.00		0.00	0.31	0.18		0.20	0.44		0.44
Crit Volume:			677		0					470			0			
Crit Moves:			****							****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				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:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		377	0	263		106	856	0		0	995	400	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		377	0	263		106	856	0		0	995	400	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		377	0	263		106	856	0		0	995	400	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		377	0	263		106	856	0		0	995	400	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		377	0	263		106	856	0		0	995	400	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.18		0.07	0.29	0.00		0.00	0.33	0.27	
Crit Volume:			0		377				106					497		
Crit Moves:					****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.102
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	22	1083	367	256	1371	1184	1183	1087	12	642	1552	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1083	367	256	1371	1184	1183	1087	12	642	1552	277
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1083	367	256	1371	0	1183	1087	12	642	1552	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1083	367	256	1371	0	1183	1087	12	642	1552	277
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:	22	1083	367	256	1371	0	1183	1087	12	642	1552	277
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.25	0.09	0.32	0.00	0.41	0.25	0.01	0.22	0.36	0.19
Crit Volume:		361		128			592				517	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
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Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	215	0	34	30	1271	0	0	2319	479
Growth Adj:	1.00	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	215	0	34	30	1271	0	0	2319	479
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	215	0	34	30	1271	0	0	2319	479
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	215	0	34	30	1271	0	0	2319	479
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	215	0	34	30	1271	0	0	2319	479
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.02	0.02	0.28	0.00	0.00	0.52	0.32
Crit Volume:		0		215			30				773	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec): 120 Critical Vol./Cap. (X): 0.548
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	33	0	80	0	0	0	0	1173	36	144	2369	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:	33	0	80	0	0	0	0	1173	36	144	2369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	33	0	80	0	0	0	0	1173	36	144	2369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	0	80	0	0	0	0	1173	36	144	2369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	33	0	80	0	0	0	0	1173	36	144	2369	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.26	0.02	0.10	0.53	0.00
Crit Volume:	33				0			0			790	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	194	936	510	230	754	102	112	406	109	599	842	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	936	510	230	754	102	112	406	109	599	842	550
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	194	936	0	230	754	102	112	406	0	599	842	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	936	0	230	754	102	112	406	0	599	842	550
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	194	936	0	230	754	102	112	406	0	599	842	550
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.08	0.26	0.07	0.04	0.09	0.00	0.21	0.19	0.38
Crit Volume:		468			115			56				550
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	4	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	0	0	0	111	0	25	27	2175	0	0	3742	509				
Growth Adj:	1.00	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	111	0	25	27	2175	0	0	3742	509				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	111	0	25	27	2175	0	0	3742	509				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	111	0	25	27	2175	0	0	3742	509				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	111	0	25	27	2175	0	0	3742	509				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00				
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.02	0.36	0.00	0.00	0.62	0.34				
Crit Volume:			0	111			27				936					
Crit Moves:				****			****				****					

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	0 0	1	0	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0	134	0	1	1	1116	1	0	2028	212				
Growth Adj:	1.00	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	134	0	1	1	1116	1	0	2028	212				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	134	0	1	1	1116	1	0	2028	212				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	134	0	1	1	1116	1	0	2028	212				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	134	0	1	1	1116	1	0	2028	212				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00				
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.25	0.00	0.00	0.45	0.14				
Crit Volume:			0	134			1				676					
Crit Moves:				****			****				****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Ovl				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	1	0 1	1	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	183	43	58		312	18	178		86	1245	28		49	2411	260	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	183	43	58		312	18	178		86	1245	28		49	2411	260	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	183	43	58		312	18	178		86	1245	28		49	2411	260	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	183	43	58		312	18	178		86	1245	28		49	2411	260	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	183	43	58		312	18	178		86	1245	28		49	2411	260	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.23	0.07	0.70		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1781	103	1016		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.03	0.04		0.18	0.18	0.18		0.06	0.29	0.02		0.03	0.55	0.18	
Crit Volume:	183						254		86					804		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 1.249
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ovl				Ovl				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:	3	0	2	0 1	2	0	3	0 1	2	0	4	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	937	372	451		361	872	913		266	1633	336		212	2341	115	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	937	372	451		361	872	913		266	1633	336		212	2341	115	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	937	372	0		361	872	913		266	1633	336		212	2341	115	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	937	372	0		361	872	913		266	1633	336		212	2341	115	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	937	372	0		361	872	913		266	1633	336		212	2341	115	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	3.00	2.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	4350	2900	1450		2900	4350	1450		2900	5800	1450		2900	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.13	0.00		0.12	0.20	0.63		0.09	0.28	0.23		0.07	0.40	0.08	
Crit Volume:	312						913		0					585		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	253	203	371	158	168	26	92	1337	227	1063	2242	270
Growth Adj:	1.00	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	203	371	158	168	26	92	1337	227	1063	2242	270
User Adj:	1.00	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:	253	203	371	158	168	26	92	1337	227	1063	2242	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	203	371	158	168	26	92	1337	227	1063	2242	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	253	203	371	158	168	26	92	1337	227	1063	2242	270
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.26	0.05	0.06	0.02	0.03	0.23	0.16	0.37	0.39	0.19
Crit Volume:	127			84			334			532		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	1.044
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	791	1014	205	239	1492	244	389	821	550	421	677	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	791	1014	205	239	1492	244	389	821	550	421	677	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	791	1014	205	239	1492	244	389	821	550	421	677	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	791	1014	205	239	1492	244	389	821	550	421	677	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	791	1014	205	239	1492	244	389	821	550	421	677	137
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.14	0.08	0.34	0.17	0.13	0.28	0.38	0.15	0.23	0.09
Crit Volume:	396			497			411			211		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 1.119
Loss Time (sec): 9 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			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	709	473	1990	603	0	0	0	0	657	0	2239
Growth Adj:	1.00	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	709	473	1990	603	0	0	0	0	657	0	2239
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	709	0	1990	603	0	0	0	0	657	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	709	0	1990	603	0	0	0	0	657	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	709	0	1990	603	0	0	0	0	657	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.66	0.40	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Volume:		355		995				0		329		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	262	0	0	0	0	2210	8	404	2493	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	262	0	0	0	0	2210	8	404	2493	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2210	8	404	2493	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2210	8	404	2493	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2210	8	404	2493	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4484	16	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.13	0.55	0.00
Crit Volume:	0			0				739		202		
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.881
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	1 1	0	1	0
Volume Module:												
Base Vol:	6	1	11	13	1	10	14	2179	9	15	2440	23
Growth Adj:	1.00	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	1	11	13	1	10	14	2179	9	15	2440	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	11	13	1	10	14	2179	9	15	2440	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	11	13	1	10	14	2179	9	15	2440	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	1	11	13	1	10	14	2179	9	15	2440	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.06	0.61	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	483	81	886	1346	104	1450	1450	2888	12	1450	2873	27
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.75	0.75	0.01	0.85	0.85
Crit Volume:			18		14		14				1232	
Crit Moves:			****		****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1! 0	0	1	0	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	8	13	52	184	151	193	60	1058	41	173	1128	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	13	52	184	151	193	60	1058	41	173	1128	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	13	52	184	151	193	60	1058	41	173	1128	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	13	52	184	151	193	60	1058	41	173	1128	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	13	52	184	151	193	60	1058	41	173	1128	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.18	0.71	0.55	0.45	1.00	1.00	1.93	0.07	1.00	1.97	0.03
Final Sat.:	164	267	1068	824	676	1500	1500	2888	112	1500	2958	42
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.22	0.22	0.13	0.04	0.37	0.37	0.12	0.38	0.38
Crit Volume:	8				335			550		173		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	48	3	459		5	7	4		44	1648	214		307	1477	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	48	3	459		5	7	4		44	1648	214		307	1477	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	48	3	459		5	7	4		44	1648	214		307	1477	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	48	3	459		5	7	4		44	1648	214		307	1477	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	48	3	459		5	7	4		44	1648	214		307	1477	3	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.94	0.06	1.00		0.42	0.58	1.00		1.00	2.00	1.00		2.00	1.99	0.01	
Final Sat.:	1365	85	1450		604	846	1450		1450	2900	1450		2900	2894	6	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.32		0.01	0.01	0.00		0.03	0.57	0.15		0.11	0.51	0.51	
Crit Volume:			459			12				824				0		
Crit Moves:			****			****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	23	1	17		26	0	13		26	1039	7		11	1322	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	1	17		26	0	13		26	1039	7		11	1322	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:	23	1	17		26	0	13		26	1039	7		11	1322	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	1	17		26	0	13		26	1039	7		11	1322	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:	23	1	17		26	0	13		26	1039	7		11	1322	28	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.02	0.41		1.00	0.00	1.00		1.00	1.99	0.01		1.00	1.96	0.04	
Final Sat.:	813	35	601		1450	0	1450		1450	2881	19		1450	2840	60	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03		0.02	0.00	0.01		0.02	0.36	0.36		0.01	0.47	0.47	
Crit Volume:			41			26				26				675		
Crit Moves:			****			****				****				****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.107
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 2	2	0 2	0 1
Volume Module:												
Base Vol:	1188	462	319	332	846	245	221	1282	1208	94	1237	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1188	462	319	332	846	245	221	1282	1208	94	1237	201
User Adj:	1.00	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:	1188	462	319	332	846	245	221	1282	1208	94	1237	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1188	462	319	332	846	245	221	1282	1208	94	1237	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1188	462	319	332	846	245	221	1282	1208	94	1237	201
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.19	0.17	0.08	0.29	0.42	0.03	0.43	0.14
Crit Volume:	594			282			111				619	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0 0	0 0	1	1 0	0 1	1	1 0	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	690	0	792	511	417	0	0	601	382
Growth Adj:	1.00	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	690	0	792	511	417	0	0	601	382
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	690	0	0	511	417	0	0	601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	690	0	0	511	417	0	0	601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	690	0	0	511	417	0	0	601	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.65	1.35	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2478	2022	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:		0		345			309				301	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	79	0	39		0	0	0		0	1652	460		92	1702	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:	79	0	39		0	0	0		0	1652	460		92	1702	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	79	0	39		0	0	0		0	1652	460		92	1702	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	0	39		0	0	0		0	1652	460		92	1702	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:	79	0	39		0	0	0		0	1652	460		92	1702	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.35	0.65		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3520	980		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.03		0.00	0.00	0.00		0.00	0.47	0.47		0.06	0.57	0.00	
Crit Volume:	79						0			0				851		
Crit Moves:	****								****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.239
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	44	104	101		80	92	629		336	2134	24		59	2248	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	104	101		80	92	629		336	2134	24		59	2248	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	104	101		80	92	629		336	2134	24		59	2248	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	104	101		80	92	629		336	2134	24		59	2248	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:	44	104	101		80	92	629		336	2134	24		59	2248	63	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.98	0.02		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2868	32		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07		0.03	0.06	0.43		0.12	0.74	0.74		0.02	0.78	0.04	
Crit Volume:	44						629		0					1124		
Crit Moves:	****						****		****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	428	736	21	708	679	65	149	1082	273	63	1211	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	736	21	708	679	65	149	1082	273	63	1211	579
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	428	736	21	708	679	65	149	1082	273	63	1211	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	736	21	708	679	65	149	1082	273	63	1211	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	428	736	21	708	679	65	149	1082	273	63	1211	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.92	0.08	3.00	2.74	0.26	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4229	121	4350	3970	380	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.16	0.17	0.17	0.05	0.25	0.19	0.02	0.28	0.00
Crit Volume:			252	236			75				404	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.819
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 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:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	293	536	139	261	1040	243	238	1163	187	201	1726	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	536	139	261	1040	243	238	1163	187	201	1726	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	293	536	139	261	1040	243	238	1163	0	201	1726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	536	139	261	1040	243	238	1163	0	201	1726	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	293	536	139	261	1040	243	238	1163	0	201	1726	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.10	0.09	0.24	0.17	0.08	0.27	0.00	0.07	0.40	0.00
Crit Volume:	147				347		119				575	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.696
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	89	64	79	129	96	165	133	1480	61	169	2023		87	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	89	64	79	129	96	165	133	1480	61	169	2023		87	
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:	89	64	79	129	96	165	133	1480	61	169	2023		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	89	64	79	129	96	165	133	1480	61	169	2023		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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00	
FinalVolume:	89	64	79	129	96	165	133	1480	61	169	2023		0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.00	1.00	1.00	1.15	0.85	1.00	1.00	2.88	0.12	1.00	3.00		1.00	
Final Sat.:	1450	1450	1450	1663	1237	1450	1450	4178	172	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.06	0.04	0.05	0.08	0.08	0.11	0.09	0.35	0.35	0.12	0.47		0.00	
Crit Volume:	89			113			133				674			
Crit Moves:	****			****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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:	Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	125	58	41	214	84	14	35	1507	130	53	2049		122	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	125	58	41	214	84	14	35	1507	130	53	2049		122	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	125	58	41	214	84	14	35	1507	130	53	2049		122	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	125	58	41	214	84	14	35	1507	130	53	2049		122	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
FinalVolume:	125	58	41	214	84	14	35	1507	130	53	2049		122	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.12	0.52	0.36	1.37	0.54	0.09	1.00	3.00	1.00	1.00	3.00		1.00	
Final Sat.:	1618	751	531	1989	781	130	1450	4350	1450	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.04	0.47		0.08	
Crit Volume:	112			156			35				683			
Crit Moves:	****			****			****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.901
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	416	442	265	247	867	581	362	1465	252	168	1984	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	442	265	247	867	581	362	1465	252	168	1984	85
User Adj:	1.00	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:	416	442	265	247	867	581	362	1465	252	168	1984	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	442	265	247	867	581	362	1465	252	168	1984	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	416	442	265	247	867	581	362	1465	252	168	1984	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.84	0.16
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5562	238
Capacity Analysis Module:												
Vol/Sat:	0.14	0.15	0.18	0.09	0.20	0.40	0.12	0.34	0.17	0.06	0.36	0.36
Crit Volume:	208					581	0				517	
Crit Moves:	****					****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.682
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	134	2	50	100	2	75	42	1475	135	75	2136	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	2	50	100	2	75	42	1475	135	75	2136	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2	50	100	2	75	42	1475	135	75	2136	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2	50	100	2	75	42	1475	135	75	2136	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	2	50	100	2	75	42	1475	135	75	2136	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	56	1394	1450	38	1412	1450	3985	365	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.49	0.49
Crit Volume:	134			100			42					713
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.739
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	151	686	40	715	889	91	140	1241	325	119	1605	824
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	686	40	715	889	91	140	1241	325	119	1605	824
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:	151	686	40	715	889	91	140	1241	325	119	1605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	686	40	715	889	91	140	1241	325	119	1605	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	151	686	40	715	889	91	140	1241	325	119	1605	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.16	0.20	0.06	0.05	0.29	0.22	0.04	0.37	0.00
Crit Volume:		229		238			70				535	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.616
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	403	5	69	49	1072	0	11	1062	185
Growth Adj:	1.00	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	4	9	403	5	69	49	1072	0	11	1062	185
User Adj:	1.00	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:	3	4	9	403	5	69	49	1072	0	11	1062	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	403	5	69	49	1072	0	11	1062	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	4	9	403	5	69	49	1072	0	11	1062	185
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.70	0.30
Final Sat.:	272	363	816	2864	36	1450	1450	2900	0	1450	2470	430
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.37	0.00	0.01	0.43	0.43
Crit Volume:		16		204			49				624	
Crit Moves:		****		****			****				****	

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2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.956
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	27	83	1081	27	283	284	1143	20	66	1030	498
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	27	83	1081	27	283	284	1143	20	66	1030	498
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	27	0	1081	27	283	284	1143	20	66	1030	498
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	27	0	1081	27	283	284	1143	20	66	1030	498
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	27	0	1081	27	283	284	1143	20	66	1030	498
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2829	71	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.38	0.38	0.20	0.20	0.40	0.40	0.05	0.36	0.34
Crit Volume:	33			554			284			515		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 9 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			Permitted			Permitted		
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:	0	0 1!	0 0	1	0 1!	0 0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	460	0	30	1	484	0	0	529	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	30	1	484	0	0	529	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	460	0	30	1	484	0	0	529	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	30	1	484	0	0	529	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	460	0	30	2	484	0	0	529	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.88	0.00	0.12	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2816	0	184	12	2988	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.35	0.00
Crit Volume:		0		245			1			529		
Crit Moves:				****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	34	0	152	0	0	0	0	968	59	188	924	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	152	0	0	0	0	968	59	188	924	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	152	0	0	0	0	968	59	188	924	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	152	0	0	0	0	968	59	188	924	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:	34	0	152	0	0	0	0	968	59	188	924	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2828	172	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.13	0.31	0.00
Crit Volume:	34				0				514	188		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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!	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	13	0	10	68	7	14	0	964	20	18	865	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:	13	0	10	68	7	14	0	964	20	18	865	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	68	7	14	0	964	20	18	865	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	68	7	14	0	964	20	18	865	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:	13	0	10	68	7	14	0	964	20	18	865	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.33	0.67	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	483	967	0	2841	59	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.01	0.01	0.00	0.34	0.34	0.01	0.30	0.00
Crit Volume:				23	68				492	18		
Crit Moves:				****	****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	517	778	241	210	843	123	213	1683	615	320	1424	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	778	241	210	843	123	213	1683	615	320	1424	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	517	778	241	210	843	123	213	1683	615	320	1424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	778	241	210	843	123	213	1683	615	320	1424	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	517	778	241	210	843	123	213	1683	615	320	1424	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.17	0.07	0.19	0.08	0.07	0.39	0.42	0.11	0.33	0.00
Crit Volume:	259			281			561			160		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	195	1405	75	130	1224	93	49	167	180	48	232	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1405	75	130	1224	93	49	167	180	48	232	187
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	195	1405	0	130	1224	0	49	167	0	48	232	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1405	0	130	1224	0	49	167	0	48	232	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	195	1405	0	130	1224	0	49	167	0	48	232	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.32	0.00	0.09	0.28	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	195			408			49			116		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	531	542	223	177	546	248	316	1870	482	180	2261	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	531	542	223	177	546	248	316	1870	482	180	2261	66
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	531	542	0	177	546	0	316	1870	0	180	2261	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	531	542	0	177	546	0	316	1870	0	180	2261	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	531	542	0	177	546	0	316	1870	0	180	2261	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.06	0.13	0.00	0.11	0.43	0.00	0.06	0.39	0.00
Crit Volume:	177			182			158			565		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1600		53			173	1429		404	384	367		32	128	322	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1600		53			173	1429		404	384	367		32	128	322	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
PHF Volume:	67	1600	0	173	1429	0	384	367	0	128	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1600	0	173	1429	0	384	367	0	128	322	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1600	0	173	1429	0	384	367	0	128	322	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.12	0.33	0.00	0.13	0.13	0.00	0.09	0.11	0.00
Crit Volume:	533			173			192			161		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	18	0	40		9	2	2		29	1099	20		48	677	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	0	40		9	2	2		29	1099	20		48	677	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	0	40		9	2	2		29	1099	20		48	677	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	0	40		9	2	2		29	1099	20		48	677	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	0	40		9	2	2		29	1099	20		48	677	27	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.82	0.18	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1450	0	1450		1186	264	1450		1450	2848	52		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.03		0.01	0.01	0.00		0.02	0.39	0.39		0.03	0.23	0.02	
Crit Volume:			40			11					560		48			
Crit Moves:			****			****					****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				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	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	5	912	33		79	1099	11		11	1	3		11	1	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:	5	912	33		79	1099	11		11	1	3		11	1	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:	5	912	33		79	1099	11		11	1	3		11	1	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	912	33		79	1099	11		11	1	3		11	1	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:	5	912	33		79	1099	11		11	1	3		11	1	35	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.93	0.07		1.00	1.98	0.02		1.00	0.25	0.75		0.92	0.08	1.00	
Final Sat.:	1450	2799	101		1450	2871	29		1450	363	1088		1329	121	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33		0.05	0.38	0.38		0.01	0.00	0.00		0.01	0.01	0.02	
Crit Volume:			473			79				11				12		
Crit Moves:			****			****				****				****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:		Ovl			Ovl			Ovl			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	1	0 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	207	27	56	28	11	70	146	844	128	191	920	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:	207	27	56	28	11	70	146	844	128	191	920	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:	207	27	56	28	11	70	146	844	128	191	920	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	27	56	28	11	70	146	844	128	191	920	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:	207	27	56	28	11	70	146	844	128	191	920	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	0.23	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2565	335	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.10	0.29	0.09	0.13	0.32	0.02
Crit Volume:		117		28			146				460	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	88	664	58	26	881	90	139	2	128	15	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	664	58	26	881	90	139	2	128	15	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	664	58	26	881	90	139	2	128	15	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	664	58	26	881	90	139	2	128	15	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	664	58	26	881	90	139	2	128	15	1	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2859	41	1450	1450	48	1402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.04	0.02	0.30	0.06	0.05	0.05	0.09	0.01	0.02	0.02
Crit Volume:	88				441				128		30	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.437
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	488	9	21	76	11	17	19	535	324	31	530	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	9	21	76	11	17	19	535	324	31	530	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	9	21	76	11	17	19	535	324	31	530	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	9	21	76	11	17	19	535	324	31	530	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	9	21	76	11	17	19	535	324	31	530	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2847	53	1450	1267	183	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.06	0.06	0.01	0.01	0.18	0.22	0.02	0.18	0.04
Crit Volume:		249			87			267		31		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec):	120	Critical Vol./Cap. (X):	0.507
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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			Ovl			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:	0	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	80	2	43	6	2	81	67	843	68	51	1011	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2	43	6	2	81	67	843	68	51	1011	3
User Adj:	1.00	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:	80	2	43	6	2	81	67	843	68	51	1011	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2	43	6	2	81	67	843	68	51	1011	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	2	43	6	2	81	67	843	68	51	1011	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1415	35	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.29	0.05	0.04	0.35	0.00
Crit Volume:		82				81	67				506	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.451
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1! 0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	114	2	56	29	2	7	35	960	66	78	750	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	2	56	29	2	7	35	960	66	78	750	20
User Adj:	1.00	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:	114	2	56	29	2	7	35	960	66	78	750	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2	56	29	2	7	35	960	66	78	750	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	2	56	29	2	7	35	960	66	78	750	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.77	0.05	0.18	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	50	1450	1107	76	267	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.02	0.33	0.05	0.05	0.26	0.01
Crit Volume:	58					38		480		78		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.657
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	16	1408	63	61	1135	212	126	31	10	35	61	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1408	63	61	1135	212	126	31	10	35	61	102
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1408	63	61	1135	0	126	31	10	35	61	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1408	63	61	1135	0	126	31	10	35	61	102
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:	16	1408	63	61	1135	0	126	31	10	35	61	102
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.04	0.04	0.39	0.00	0.09	0.02	0.01	0.02	0.04	0.07
Crit Volume:		704		61			126				61	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100	Critical Vol./Cap. (X):	0.610
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	276	770	220	50	823	44	36	14	57	183	13	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:	276	770	220	50	823	44	36	14	57	183	13	44
User Adj:	1.00	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	770	220	50	823	44	36	14	57	183	13	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	276	770	220	50	823	44	36	14	57	183	13	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	770	220	50	823	44	36	14	57	183	13	44
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.27	0.15	0.03	0.28	0.03	0.02	0.01	0.04	0.13	0.01	0.03
Crit Volume:	276				412			14		183		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100	Critical Vol./Cap. (X):	0.591
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	82	1597	0	0	1339	109	55	0	88	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:	82	1597	0	0	1339	109	55	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	1597	0	0	1339	109	55	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1597	0	0	1339	109	55	0	88	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:	82	1597	0	0	1339	109	55	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.53	0.00	0.00	0.45	0.07	0.04	0.00	0.06	0.00	0.00	0.00
Crit Volume:		799			0				88	0		
Crit Moves:		****			****				****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.818
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0	3	0	1	1	0	4	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	813	1445	69	121	1768	243	308	470	489	67	552	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	1445	69	121	1768	243	308	470	489	67	552	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	813	1445	69	121	1768	243	308	470	489	67	552	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	813	1445	69	121	1768	243	308	470	489	67	552	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	813	1445	69	121	1768	243	308	470	489	67	552	67
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.33	0.05	0.08	0.30	0.17	0.11	0.16	0.34	0.05	0.13	0.05
Crit Volume:	407			442			154				184	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec): 120 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	1	1	0	0	1
Volume Module:												
Base Vol:	19	671	392	23	1968	56	19	9	52	176	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	671	392	23	1968	56	19	9	52	176	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	671	392	23	1968	56	19	9	52	176	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	671	392	23	1968	56	19	9	52	176	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	671	392	23	1968	56	19	9	52	176	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	0.68	0.32	1.00	1.97	0.03	1.00
Final Sat.:	1450	2900	1450	1450	4230	120	984	466	1450	2851	49	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.27	0.02	0.47	0.47	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0					675			52		90	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Ignore				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	3	0 1	1	0	3	0 1	1	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	103	1233	65		34	1219	167		508	6	326		192	6	88	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	103	1233	65		34	1219	167		508	6	326		192	6	88	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	103	1233	65		34	1219	167		508	6	0		192	6	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	103	1233	65		34	1219	167		508	6	0		192	6	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	103	1233	65		34	1219	167		508	6	0		192	6	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.98	0.02	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		2866	34	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.28	0.04		0.02	0.28	0.12		0.18	0.18	0.00		0.13	0.00	0.00	
Crit Volume:	103				406				257				192			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ignore				Ignore				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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2266	66		0	2164	0		0	0	0		27	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	2266	66		0	2164	0		0	0	0		27	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	2266	66		0	2164	0		0	0	0		27	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2266	66		0	2164	0		0	0	0		27	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	2266	66		0	2164	0		0	0	0		27	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.50	0.04		0.00	0.48	0.00		0.00	0.00	0.00		0.02	0.00	0.00	
Crit Volume:		755			0				0				27			
Crit Moves:		****			****								****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.858
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	25	444	455	560	1313	4	54	411	209	561	137	828
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	444	455	560	1313	4	54	411	209	561	137	828
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	444	455	560	1313	0	54	411	0	561	137	828
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	444	455	560	1313	0	54	411	0	561	137	828
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	444	455	560	1313	0	54	411	0	561	137	828
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.31	0.19	0.45	0.00	0.02	0.14	0.00	0.13	0.09	0.57
Crit Volume:	13			657			27					828
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	4	826	38	65	2043	0	15	3	1	140	3	184
Growth Adj:	1.00	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	826	38	65	2043	0	15	3	1	140	3	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	826	38	65	2043	0	15	3	1	140	3	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	826	38	65	2043	0	15	3	1	140	3	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	826	38	65	2043	0	15	3	1	140	3	184
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.67	0.33	1.00	1.96	0.04	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2500	500	1500	2937	63	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.03	0.04	0.45	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			681			9					184
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.775
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	249	1451	125	359	1610	478	225	306	172	416	1049	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	1451	125	359	1610	478	225	306	172	416	1049	186
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	1451	0	359	1610	0	225	306	172	416	1049	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1451	0	359	1610	0	225	306	172	416	1049	186
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	1451	0	359	1610	0	225	306	172	416	1049	186
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.00	0.12	0.37	0.00	0.08	0.11	0.12	0.14	0.24	0.13
Crit Volume:	125			537			113			350		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	292	1549	93	16	2259	147	99	17	114	65	16	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:	292	1549	93	16	2259	147	99	17	114	65	16	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:	292	1549	93	16	2259	147	99	17	114	65	16	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	1549	93	16	2259	147	99	17	114	65	16	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:	292	1549	93	16	2259	147	99	17	114	65	16	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.82	0.18	0.85	0.15	1.00	0.80	0.20	1.00
Final Sat.:	1450	4104	246	1450	4084	266	1238	213	1450	1164	286	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.38	0.38	0.01	0.55	0.55	0.08	0.08	0.08	0.06	0.06	0.02
Crit Volume:	292			802			116			81		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.953
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	339	703	743	182	1654	460	382	1290	107	737	1824	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	703	743	182	1654	460	382	1290	107	737	1824	102
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	339	703	0	182	1654	0	382	1290	0	737	1824	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	703	0	182	1654	0	382	1290	0	737	1824	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	339	703	0	182	1654	0	382	1290	0	737	1824	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.06	0.29	0.00	0.13	0.30	0.00	0.17	0.42	0.00
Crit Volume:	170			414			191			608		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	44	1947	40	28	2182	50	33	0	23	23	0	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:	44	1947	40	28	2182	50	33	0	23	23	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1947	40	28	2182	50	33	0	23	23	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1947	40	28	2182	50	33	0	23	23	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1947	40	28	2182	50	33	0	23	23	0	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.93	0.07	0.59	0.00	0.41	0.49	0.00	0.51
Final Sat.:	1450	4262	88	1450	4253	97	854	0	596	710	0	740
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.46	0.02	0.51	0.51	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44			744			56			47		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	219	2302	65	74	2142	101	96	80	147	185	347	125
Growth Adj:	1.00	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	2302	65	74	2142	101	96	80	147	185	347	125
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	219	2302	0	74	2142	101	96	80	147	185	347	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	2302	0	74	2142	101	96	80	147	185	347	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	219	2302	0	74	2142	101	96	80	147	185	347	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4154	196	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.53	0.00	0.03	0.52	0.52	0.07	0.03	0.10	0.06	0.12	0.00
Crit Volume:	109			748			96			174		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	75	1844	151	305	1853	154	258	54	123	307	68	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1844	151	305	1853	154	258	54	123	307	68	245
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	75	1844	0	305	1853	154	258	54	0	307	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1844	0	305	1853	154	258	54	0	307	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	75	1844	0	305	1853	154	258	54	0	307	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.00	0.11	0.43	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		615		153			86			102		
Crit Moves:		****		****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	165	1571	1	15	1933	254	88	0	139	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1571	1	15	1933	254	88	0	139	2	1	1
User Adj:	1.00	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:	165	1571	1	15	1933	254	88	0	139	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1571	1	15	1933	254	88	0	139	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	165	1571	1	15	1933	254	88	0	139	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.54	0.01	0.67	0.18	0.06	0.00	0.10	0.00	0.00	0.00
Crit Volume:	165				966		88				3	
Crit Moves:	****				****		****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	580	890	30	1102	945	326	624	1662	852	227	1973	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	580	890	30	1102	945	326	624	1662	852	227	1973	652
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	580	890	0	1102	945	0	624	1662	0	227	1973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	580	890	0	1102	945	0	624	1662	0	227	1973	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	580	890	0	1102	945	0	624	1662	0	227	1973	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.25	0.22	0.00	0.22	0.29	0.00	0.08	0.34	0.00
Crit Volume:		297			367		312				493	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.786
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	147	1162	4	11	1598	439	500	3	156	13	17	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1162	4	11	1598	439	500	3	156	13	17	20
User Adj:	1.00	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:	147	1162	4	11	1598	439	500	3	156	13	17	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1162	4	11	1598	439	500	3	156	13	17	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	147	1162	4	11	1598	439	500	3	156	13	17	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	27	1423	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.01	0.55	0.30	0.17	0.11	0.11	0.01	0.01	0.01
Crit Volume:	74			799			250			17		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.706
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	70	817	0	44	1242	256	224	14	60	18	5	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:	70	817	0	44	1242	256	224	14	60	18	5	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	817	0	44	1242	256	224	14	60	18	5	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	817	0	44	1242	256	224	14	60	18	5	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	817	0	44	1242	256	224	14	60	18	5	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.66	0.34	1.51	0.09	0.40	0.78	0.22	1.00
Final Sat.:	1450	2900	0	1450	2404	496	2180	136	584	1135	315	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.03	0.52	0.52	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	70			749			149			56		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	676	416	887	883	0	0	0	0	642	0	608
Growth Adj:	1.00	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	676	416	887	883	0	0	0	0	642	0	608
User Adj:	1.00	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	676	416	887	883	0	0	0	0	642	0	608
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	676	416	887	883	0	0	0	0	642	0	608
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	676	416	887	883	0	0	0	0	642	0	608
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.28	0.30	0.29	0.00	0.00	0.00	0.00	0.21	0.00	0.41
Crit Volume:			416	444			0			321		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 9 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	90	713	39	25	1123	105	122	16	78	104	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	713	39	25	1123	105	122	16	78	104	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	713	39	25	1123	105	122	16	78	104	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	713	39	25	1123	105	122	16	78	104	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	713	39	25	1123	105	122	16	78	104	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.83	0.17	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2844	156	1500	2743	257	1326	174	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.41	0.41	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	90				614			138		104		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ovl				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	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	4	8	10		127	10	75		26	387	6		21	1144	280	
Growth Adj:	1.00	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	8	10		127	10	75		26	387	6		21	1144	280	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	8	10		127	10	75		26	387	6		21	1144	280	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	8	10		127	10	75		26	387	6		21	1144	280	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	8	10		127	10	75		26	387	6		21	1144	280	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.33	0.67	1.00		0.93	0.07	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	500	1000	1500		1391	109	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.09	0.09	0.05		0.02	0.13	0.00		0.01	0.38	0.19	
Crit Volume:		12			127				26					572		
Crit Moves:	****				****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
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:	0	1	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	36	0	75		0	0	0		0	590	28		240	1435	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:	36	0	75		0	0	0		0	590	28		240	1435	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	0	75		0	0	0		0	590	28		240	1435	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	0	75		0	0	0		0	590	28		240	1435	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:	36	0	75		0	0	0		0	590	28		240	1435	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.05		0.00	0.00	0.00		0.00	0.20	0.02		0.16	0.48	0.00	
Crit Volume:	36					0				0				718		
Crit Moves:	****								****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap. (X):		0.806
Loss Time (sec):	9	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	96	Level Of Service:		D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	62	0	1147	439	1284	0	0	1270	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:	0	0	0	62	0	1147	439	1284	0	0	1270	100
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	62	0	1147	439	1284	0	0	1270	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	62	0	1147	439	1284	0	0	1270	100
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	62	0	1147	439	1284	0	0	1270	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.38	0.15	0.43	0.00	0.00	0.42	0.07
Crit Volume:	0					574	0				635	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):		0.663
Loss Time (sec):	12	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	68	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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	174	195	60	41	175	59	28	322	66	188	1004	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	195	60	41	175	59	28	322	66	188	1004	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	195	60	41	175	59	28	322	66	188	1004	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	195	60	41	175	59	28	322	66	188	1004	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	195	60	41	175	59	28	322	66	188	1004	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.76	0.24	1.00	0.75	0.25	1.00	1.66	0.34	1.00	1.91	0.09
Final Sat.:	1450	1109	341	1450	1084	366	1450	2407	493	1450	2770	130
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.03	0.16	0.16	0.02	0.13	0.13	0.13	0.36	0.36
Crit Volume:	174					234	28					526
Crit Moves:	****					****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	6	5	43		47	4	19		28	479	14		92	1443	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:	6	5	43		47	4	19		28	479	14		92	1443	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:	6	5	43		47	4	19		28	479	14		92	1443	70	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	5	43		47	4	19		28	479	14		92	1443	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		1.00	1.00	1.00	
FinalVolume:	6	5	43		47	4	19		28	479	14		92	1443	70	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.03		0.03	0.00	0.01		0.02	0.17	0.01		0.06	0.50	0.05	
Crit Volume:			5				47				28				722	
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Ovl				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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	35	14	112		11	9	25		38	580	107		172	1609	17	
Growth Adj:	1.00	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	14	112		11	9	25		38	580	107		172	1609	17	
User Adj:	1.00	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:	35	14	112		11	9	25		38	580	107		172	1609	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	14	112		11	9	25		38	580	107		172	1609	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	35	14	112		11	9	25		38	580	107		172	1609	17	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.71	0.29	1.00		0.55	0.45	1.00		1.00	1.69	0.31		1.00	1.98	0.02	
Final Sat.:	1036	414	1450		798	653	1450		1450	2448	452		1450	2870	30	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.08		0.01	0.01	0.02		0.03	0.24	0.24		0.12	0.56	0.56	
Crit Volume:			49				20				38				813	
Crit Moves:		****				****				****					****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.589
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	153	0	8	9	460	0	0	1353	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	153	0	8	9	460	0	0	1353	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	153	0	8	9	460	0	0	1353	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	153	0	8	9	460	0	0	1353	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	153	0	8	9	460	0	0	1353	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.95	0.00	0.05	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1425	0	75	1500	3000	0	0	2844	156
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.11	0.01	0.15	0.00	0.00	0.48	0.48
Crit Volume:	0					161	9				714	
Crit Moves:						****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.912
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	908	584	1	3	1034	861	331	2	322	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	908	584	1	3	1034	861	331	2	322	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	908	584	1	3	1034	861	331	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	908	584	1	3	1034	861	331	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	908	584	1	3	1034	861	331	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.31	0.20	0.20	0.00	0.36	0.59	0.11	0.11	0.00	0.00	0.00	0.00
Crit Volume:	454					861	0					7
Crit Moves:	****					****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.604
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	46	412	60	154	377	957	424	204	31	228	763	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	412	60	154	377	957	424	204	31	228	763	182
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	412	0	154	377	0	424	204	0	228	763	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	412	0	154	377	0	424	204	0	228	763	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	412	0	154	377	0	424	204	0	228	763	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.00	0.05	0.13	0.00	0.15	0.07	0.00	0.08	0.26	0.00
Crit Volume:		206			77			212			382	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.738
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	491	592	120	151	775	181	205	624	611	201	609	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	592	120	151	775	181	205	624	611	201	609	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	491	592	120	151	775	181	205	624	611	201	609	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	592	120	151	775	181	205	624	611	201	609	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	491	592	120	151	775	181	205	624	611	201	609	117
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.08	0.05	0.18	0.12	0.14	0.22	0.42	0.14	0.21	0.08
Crit Volume:		0			258				611	201		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ignore			Include			Ignore			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	2 0	1	1	0	2	1	0	1	0	2 0 1
Volume Module:												
Base Vol:	319	518	129	4	690	104	78	284	462	196	426	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:	319	518	129	4	690	104	78	284	462	196	426	82
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	319	518	0	4	690	104	78	284	0	196	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	518	0	4	690	104	78	284	0	196	426	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	319	518	0	4	690	104	78	284	0	196	426	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.61	0.39	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3780	570	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.00	0.00	0.18	0.18	0.05	0.10	0.00	0.14	0.15	0.00
Crit Volume:	319				265			142		196		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 12 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 0 1	0	0	0	0	0	0	0	0	2 0 1
Volume Module:												
Base Vol:	107	0	54	0	0	0	0	751	124	133	789	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:	107	0	54	0	0	0	0	751	124	133	789	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	54	0	0	0	0	751	124	133	789	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	54	0	0	0	0	751	124	133	789	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:	107	0	54	0	0	0	0	751	124	133	789	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.25	0.08	0.09	0.26	0.00
Crit Volume:	107				0			376		133		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				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	2	1 0	1	0	3	0 1	1	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	88	656		54	237	749		122	220		14	92	150		20	375
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	88	656		54	237	749		122	220		14	92	150		20	375
User Adj:	1.00	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:	88	656		54	237	749		122	220		14	92	150		20	375
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	88	656		54	237	749		122	220		14	92	150		20	375
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	88	656		54	237	749		122	220		14	92	150		20	375
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	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	2.77		0.23	1.00	3.00		1.00	1.88	0.12		1.00	0.88	0.12		1.00
Final Sat.:	1450	4019		331	1450	4350		1450	2726	174		1450	1279	171		1450
Capacity Analysis Module:																
Vol/Sat:	0.06	0.16		0.16	0.16	0.17		0.08	0.08	0.08		0.06	0.12	0.12		0.26
Crit Volume:				237	237				117				170			
Crit Moves:				****	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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	3	0 1	1	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	742		83	398	852		0	0		0	0	44		0	252
Growth Adj:	1.00	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	742		83	398	852		0	0		0	0	44		0	252
User Adj:	1.00	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	742		83	398	852		0	0		0	0	44		0	252
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	742		83	398	852		0	0		0	0	44		0	252
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	0	742		83	398	852		0	0		0	0	44		0	252
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	3.00		1.00	1.00	3.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00
Final Sat.:	0	4500		1500	1500	4500		0	0		0	0	3000		0	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16		0.06	0.27	0.19		0.00	0.00	0.00		0.00	0.01	0.00		0.17
Crit Volume:		247			398				0							252
Crit Moves:		****			****											****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	3	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	81	674	74		248	1233	75		97	23	77		154	14	395	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	674	74		248	1233	75		97	23	77		154	14	395	
User Adj:	1.00	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:	81	674	74		248	1233	75		97	23	77		154	14	395	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	674	74		248	1233	75		97	23	77		154	14	395	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	81	674	74		248	1233	75		97	23	77		154	14	395	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.80	0.20		1.00	3.00	1.00		0.81	0.19	1.00		0.92	0.08	1.00	
Final Sat.:	1450	2613	287		1450	4350	1450		1172	278	1450		1329	121	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.26	0.26		0.17	0.28	0.05		0.08	0.08	0.05		0.12	0.12	0.27	
Crit Volume:		374			248					120				168		
Crit Moves:		****			****					****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.199
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	2	1	5		6	1	8		3	497	14		10	229	15	
Growth Adj:	1.00	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	1	5		6	1	8		3	497	14		10	229	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1	5		6	1	8		3	497	14		10	229	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1	5		6	1	8		3	497	14		10	229	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	1	5		6	1	8		3	497	14		10	229	15	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.12	0.63		0.40	0.07	0.53		1.00	1.95	0.05		1.00	1.88	0.12	
Final Sat.:	363	181	906		580	97	773		1450	2821	79		1450	2722	178	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.01	0.01	0.01		0.00	0.18	0.18		0.01	0.08	0.08	
Crit Volume:		8					15				256		10			
Crit Moves:		****					****				****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.438
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	1	0	0 1	1	0	1 1	1	0	1 1 0
Volume Module:												
Base Vol:	5	0	13	126	0	223	79	332	2	5	590	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	126	0	223	79	332	2	5	590	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	126	0	223	79	332	2	5	590	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	126	0	223	79	332	2	5	590	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	13	126	0	223	79	332	2	5	590	65
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.80	0.20
Final Sat.:	1450	0	1450	1450	0	1450	1450	2883	17	1450	2612	288
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.15	0.05	0.12	0.12	0.00	0.23	0.23
Crit Volume:	5					223	79				328	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.957
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	642	1637	665	151	1034	181	202	349	649	789	337	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	642	1637	665	151	1034	181	202	349	649	789	337	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	642	1637	665	151	1034	181	202	349	649	789	337	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	642	1637	665	151	1034	181	202	349	649	789	337	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:	642	1637	665	151	1034	181	202	349	649	789	337	152
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.46	0.05	0.24	0.12	0.07	0.12	0.45	0.27	0.12	0.10
Crit Volume:	0				345				649	394		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.864
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	651	1395	694	26	1133	5	28	300	629	1199	422	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	651	1395	694	26	1133	5	28	300	629	1199	422	37
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	651	1395	0	26	1133	0	28	300	0	1199	422	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	1395	0	26	1133	0	28	300	0	1199	422	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	651	1395	0	26	1133	0	28	300	0	1199	422	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.32	0.00	0.01	0.26	0.00	0.01	0.10	0.00	0.28	0.29	0.00
Crit Volume:	326			378			150			400		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.755
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	215	22	22	66	17	16	9	2306	10	94	2248	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:	215	22	22	66	17	16	9	2306	10	94	2248	81
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	215	22	0	66	17	0	9	2306	0	94	2248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	215	22	0	66	17	0	9	2306	0	94	2248	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	215	22	0	66	17	0	9	2306	0	94	2248	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.02	0.00	0.05	0.01	0.00	0.01	0.53	0.00	0.06	0.52	0.00
Crit Volume:	215			17			769			94		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.560
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	73	1572	254	96	976	25	14	14	35	314	28	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1572	254	96	976	25	14	14	35	314	28	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1572	254	96	976	25	14	14	35	314	28	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1572	254	96	976	25	14	14	35	314	28	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1572	254	96	976	25	14	14	35	314	28	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.34	0.66
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	489	961
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.18	0.07	0.22	0.02	0.01	0.01	0.02	0.11	0.06	0.06
Crit Volume:		524		96					35	157		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.283
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	4	4	3	89	4	32	19	600	8	3	598	96
Growth Adj:	1.00	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	4	3	89	4	32	19	600	8	3	598	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	4	3	89	4	32	19	600	8	3	598	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	4	3	89	4	32	19	600	8	3	598	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	4	3	89	4	32	19	600	8	3	598	96
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.01	0.21	0.01	0.00	0.21	0.07
Crit Volume:		4		89			19				299	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0
Volume Module:												
Base Vol:	0	0	0	41	0	32	50	1132	0	0	1822	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	0	32	50	1132	0	0	1822	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	0	32	50	1132	0	0	1822	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	32	50	1132	0	0	1822	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	41	0	32	50	1132	0	0	1822	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.03	0.38	0.00	0.00	0.61	0.03
Crit Volume:		0			41			50			911	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap. (X): 0.397
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	5	8	32	23	23	35	17	904	6	93	894	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	8	32	23	23	35	17	904	6	93	894	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:	5	8	32	23	23	35	17	904	6	93	894	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	8	32	23	23	35	17	904	6	93	894	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	8	32	23	23	35	17	904	6	93	894	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.02	0.02	0.02	0.02	0.01	0.31	0.00	0.06	0.31	0.02
Crit Volume:		8			23			452			93	
Crit Moves:	****			****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1! 0	0	1 0	2 0	0
Volume Module:												
Base Vol:	0	0	0	64	0	22	9	1115	0	0	1768	86
Growth Adj:	1.00	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	64	0	22	9	1115	0	0	1768	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	22	9	1115	0	0	1768	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	22	9	1115	0	0	1768	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	64	0	22	9	1115	0	0	1768	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.74	0.00	0.26	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1116	0	384	1500	3000	0	0	2861	139
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.37	0.00	0.00	0.62	0.62
Crit Volume:	0					86	9				927	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.212
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	534	1054	974	448	1134	40	43	1665	705	902	1904	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	534	1054	974	448	1134	40	43	1665	705	902	1904	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	534	1054	0	448	1134	0	43	1665	0	902	1904	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	534	1054	0	448	1134	0	43	1665	0	902	1904	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	534	1054	0	448	1134	0	43	1665	0	902	1904	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.00	0.15	0.26	0.00	0.01	0.38	0.00	0.31	0.44	0.00
Crit Volume:		527		224				555		451		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.610
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	139	0	8	12	981	0	0	1529	266
Growth Adj:	1.00	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	139	0	8	12	981	0	0	1529	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	139	0	8	12	981	0	0	1529	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	8	12	981	0	0	1529	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	139	0	8	12	981	0	0	1529	266
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.01	0.01	0.33	0.00	0.00	0.51	0.18
Crit Volume:		0		139			12				765	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	329	2691		34		86	2364		298	483		6
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00
Initial Bse:	329	2691		34		86	2364		298	483		6
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00		1.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00		1.00
PHF Volume:	329	2691		0		86	2364		0	483		6
Reduct Vol:	0	0		0		0	0		0	0		0
Reduced Vol:	329	2691		0		86	2364		0	483		6
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00		1.00
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00		1.00
FinalVolume:	329	2691		0		86	2364		0	483		6
Saturation Flow Module:												
Sat/Lane:	1450	1450		1450		1450	1450		1450	1450		1450
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00		1.00
Lanes:	2.00	4.00		0.00		2.00	3.00		1.00	1.00		2.00
Final Sat.:	2900	5800		0		2900	4350		1450	1450		2900
Capacity Analysis Module:												
Vol/Sat:	0.11	0.46		0.00		0.03	0.54		0.00	0.17		0.00
Crit Volume:	165						788			242		
Crit Moves:	****						****			****		

0	0	0	0
4.0	4.0	4.0	4.0
1	0	1	1
158	5	0	179
1.00	1.00	1.00	1.00
158	5	0	179
1.00	1.00	1.00	0.00
1.00	1.00	1.00	0.00
158	5	0	0
0	0	0	0
158	5	0	0
1.00	1.00	1.00	0.00
1.00	1.00	1.00	0.00
158	5	0	0
1450	1450	1450	1450
1.00	1.00	1.00	1.00
1.00	1.00	1.00	1.00
1450	1450	1450	1450
0.05	0.00	0.00	
	5		
****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	168	528	379		98	1060	364		158	1826	170		470	2052	189	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	168	528	379		98	1060	364		158	1826	170		470	2052	189	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	168	528	0		98	1060	364		158	1826	170		470	2052	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	168	528	0		98	1060	364		158	1826	170		470	2052	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	168	528	0		98	1060	364		158	1826	170		470	2052	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00	
Final Sat.:	2900	2900	1450		2900	4350	1450		2900	4350	1450		2900	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.18	0.00		0.03	0.24	0.25		0.05	0.42	0.12		0.16	0.35	0.00	
Crit Volume:	84				353				609				235			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	1	0	259		0	0	0		0	1716	212		290	2353	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:	1	0	259		0	0	0		0	1716	212		290	2353	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	0	259		0	0	0		0	1716	212		290	2353	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	0	259		0	0	0		0	1716	212		290	2353	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:	1	0	259		0	0	0		0	1716	212		290	2353	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.67	0.33		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4005	495		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.17		0.00	0.00	0.00		0.00	0.43	0.43		0.19	0.52	0.00	
Crit Volume:	1				0				643				290			
Crit Moves:	****								****				****			

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City of Roseville
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2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.897
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	366	606	575	387	960	278	115	1018	183	597	1501	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	606	575	387	960	278	115	1018	183	597	1501	256
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	366	606	0	387	960	0	115	1018	0	597	1501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	606	0	387	960	0	115	1018	0	597	1501	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	366	606	0	387	960	0	115	1018	0	597	1501	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.21	0.00	0.13	0.33	0.00	0.04	0.23	0.00	0.21	0.35	0.00
Crit Volume:	183				480			339		299		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	2	807	96	77	1570	14	12	8	5	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	807	96	77	1570	14	12	8	5	52	6	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	807	96	77	1570	14	12	8	5	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	807	96	77	1570	14	12	8	5	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	807	96	77	1570	14	12	8	5	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2592	308	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.55	0.55	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	2					792		20			58	
Crit Moves:	****					****		****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	813	90	155	1491	0	0	0	0	3	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	813	90	155	1491	0	0	0	0	3	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	813	90	155	1491	0	0	0	0	3	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	813	90	155	1491	0	0	0	0	3	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	813	90	155	1491	0	0	0	0	3	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2701	299	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.10	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0			746			0			3		
Crit Moves:	****			****						****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	50	805	43	46	1352	31	6	21	122	152	23	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	805	43	46	1352	31	6	21	122	152	23	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	805	43	46	1352	0	6	21	122	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	805	43	46	1352	0	6	21	122	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	805	43	46	1352	0	6	21	122	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2753	147	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.47	0.00	0.02	0.02	0.08	0.12	0.12	0.00
Crit Volume:	0			676			122		175			
Crit Moves:	****			****			****		****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 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	0	1	0	1	1	2	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	247	0	30	26	249	0	1	262	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	247	0	30	26	249	0	1	262	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	247	0	30	26	249	0	1	262	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	0	30	26	249	0	1	262	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:	0	0	0	247	0	30	26	249	0	1	262	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:		0		247			26				131	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	54	0	89	0	0	0	0	2208	254	347	1875	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:	54	0	89	0	0	0	0	2208	254	347	1875	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	0	89	0	0	0	0	2208	254	347	1875	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	89	0	0	0	0	2208	254	347	1875	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:	54	0	89	0	0	0	0	2208	254	347	1875	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.17	0.23	0.42	0.00
Crit Volume:			89	0				736		347		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120					Critical Vol./Cap. (X):					0.794					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	111					Level Of Service:					C					
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Ovl			Ovl			Include			Ovl						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	0	0	1	1	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	14	3	11	253	5	298	97	2706		7	40	2366		288						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
Initial Bse:	14	3	11	253	5	298	97	2706		7	40	2366		288						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
PHF Volume:	14	3	11	253	5	298	97	2706		7	40	2366		288						
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0		0						
Reduced Vol:	14	3	11	253	5	298	97	2706		7	40	2366		288						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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:	14	3	11	253	5	298	97	2706		7	40	2366		288						
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450		1450						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
Lanes:	1.65	0.35	1.00	1.96	0.04	1.00	1.00	3.00		1.00	1.00	3.00		1.00						
Final Sat.:	2388	512	1450	2844	56	1450	1450	4350		1450	1450	4350		1450						
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.21	0.07	0.62		0.00	0.03	0.54		0.20						
Crit Volume:	9					298		902			40									
Crit Moves:	****					****		****			****									

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120					Critical Vol./Cap. (X):					0.838					
Loss Time (sec):	9					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	115					Level Of Service:					D					
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected						
Rights:	Include			Ovl			Ovl			Ovl						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	2	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	5	2	11	1106	3	293	193	2090		3	15	1903		684						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
Initial Bse:	5	2	11	1106	3	293	193	2090		3	15	1903		684						
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
PHF Volume:	5	2	11	1106	3	293	193	2090		3	15	1903		684						
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0		0						
Reduced Vol:	5	2	11	1106	3	293	193	2090		3	15	1903		684						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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	2	11	1106	3	293	193	2090		3	15	1903		684						
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500		1500	1500	1500		1500						
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00						
Lanes:	0.71	0.29	1.00	2.99	0.01	1.00	1.00	3.00		1.00	1.00	3.00		1.00						
Final Sat.:	1071	429	1500	4488	12	1500	1500	4500		1500	1500	4500		1500						
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.01	0.25	0.25	0.20	0.13	0.46		0.00	0.01	0.42		0.46						
Crit Volume:			11	370			193							684						
Crit Moves:			****	****			****							****						

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0	0	1	1	0	2	0	1	2	0	3	0	1
Volume Module:															
Base Vol:	655	97	294	35	218	196	69	2335	712	257	2449	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:	655	97	294	35	218	196	69	2335	712	257	2449	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	655	97	0	35	218	196	69	2335	0	257	2449	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	655	97	0	35	218	196	69	2335	0	257	2449	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	655	97	0	35	218	196	69	2335	0	257	2449	30
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.61	0.39	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3789	561	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:															
Vol/Sat:	0.17	0.17	0.00	0.02	0.08	0.14	0.02	0.54	0.00	0.09	0.56	0.02
Crit Volume:	251					196		778		129		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.796
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0	0	1	1	1	0	0	1	2	0	4	0	1
Volume Module:															
Base Vol:	206	86	262	10	153	80	35	2895	160	263	2200	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:	206	86	262	10	153	80	35	2895	160	263	2200	98
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	206	86	0	10	153	0	35	2895	0	263	2200	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	86	0	10	153	0	35	2895	0	263	2200	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	206	86	0	10	153	0	35	2895	0	263	2200	0
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.41	0.59	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2046	854	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:															
Vol/Sat:	0.10	0.10	0.00	0.01	0.11	0.00	0.01	0.50	0.00	0.09	0.38	0.00
Crit Volume:	146				153			724		132		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	114	0	442	610	1850	2	7	2124	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	114	0	442	610	1850	2	7	2124	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	114	0	442	610	1850	2	7	2124	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	114	0	442	610	1850	2	7	2124	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	114	0	442	610	1850	2	7	2124	134
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.43	0.43	0.00	0.49	0.09
Crit Volume:	2			57			305				708	
Crit Moves:	****			****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	374	323	143	501	361	133	222	2364	374	222	2184	743
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	323	143	501	361	133	222	2364	374	222	2184	743
User Adj:	1.00	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:	374	323	143	501	361	133	222	2364	374	222	2184	743
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	323	143	501	361	133	222	2364	374	222	2184	743
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	374	323	143	501	361	133	222	2364	374	222	2184	743
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.10	0.17	0.08	0.09	0.08	0.41	0.26	0.08	0.50	0.51
Crit Volume:		108			251			111			728	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	19	1	28	90	1	164	163	3048	41	34	2395	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	28	90	1	164	163	3048	41	34	2395	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	1	0	90	1	0	163	3048	0	34	2395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	90	1	0	163	3048	0	34	2395	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	1	0	90	1	0	163	3048	0	34	2395	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	1.98	0.02	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1378	73	1450	2868	32	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.06	0.53	0.00	0.02	0.41	0.00
Crit Volume:		20			46			762		34		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	2136	156	118	1782	0	0	0	0	77	0	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:	0	2136	156	118	1782	0	0	0	0	77	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:	1.00	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	2136	156	118	1782	0	0	0	0	77	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2136	156	118	1782	0	0	0	0	77	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2136	156	118	1782	0	0	0	0	77	0	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.10	0.08	0.40	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		712		118				0		77		
Crit Moves:		****		****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	482	536	84	528	800	37	37	569	513	198	416	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	536	84	528	800	37	37	569	513	198	416	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	536	84	528	800	37	37	569	513	198	416	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	536	84	528	800	37	37	569	513	198	416	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	482	536	84	528	800	37	37	569	513	198	416	117
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.06	0.18	0.18	0.03	0.03	0.20	0.35	0.14	0.14	0.08
Crit Volume:		268		264				285		198		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	216	1689	8	11	1859	59	150	27	257	5	13	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:	216	1689	8	11	1859	59	150	27	257	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1689	8	11	1859	59	150	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1689	8	11	1859	59	150	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1689	8	11	1859	59	150	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2458	442	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	216				620			89				24
Crit Moves:	****				****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.493
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	58	0	52	0	0	0	0	1152	158	105	985	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:	58	0	52	0	0	0	0	1152	158	105	985	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	52	0	0	0	0	1152	158	105	985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	52	0	0	0	0	1152	158	105	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:	58	0	52	0	0	0	0	1152	158	105	985	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.11	0.07	0.33	0.00
Crit Volume:	58			0			576			105		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.609
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	28	1502	125	310	1852	4	109	196	133	32	22	191
Growth Adj:	1.00	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	1502	125	310	1852	4	109	196	133	32	22	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1502	0	310	1852	4	109	196	133	32	22	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1502	0	310	1852	4	109	196	133	32	22	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1502	0	310	1852	4	109	196	133	32	22	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4341	9	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.00	0.11	0.43	0.43	0.08	0.14	0.09	0.02	0.01	0.13
Crit Volume:		501		155				196		32		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	107	1897	0	0	1616	243	360	0	320	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:	107	1897	0	0	1616	243	360	0	320	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1897	0	0	1616	243	360	0	320	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1897	0	0	1616	243	360	0	320	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:	107	1897	0	0	1616	243	360	0	320	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.00	0.00	0.36	0.16	0.12	0.00	0.21	0.00	0.00	0.00
Crit Volume:		632		0					320	0		
Crit Moves:		****		****					****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.806
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	771	1259	31	219	1717	81	113	377	708	45	214	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	771	1259	31	219	1717	81	113	377	708	45	214	65
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	771	1259	0	219	1717	0	113	377	0	45	214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	771	1259	0	219	1717	0	113	377	0	45	214	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	771	1259	0	219	1717	0	113	377	0	45	214	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.29	0.00	0.08	0.39	0.00	0.04	0.13	0.00	0.02	0.07	0.00
Crit Volume:	386				572			189		23		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1!0	0
Volume Module:												
Base Vol:	100	1203	18	5	1400	14	5	6	105	30	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1203	18	5	1400	14	5	6	105	30	8	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	1203	18	5	1400	14	5	6	105	30	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1203	18	5	1400	14	5	6	105	30	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	1203	18	5	1400	14	5	6	105	30	8	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.45	0.55	1.00	0.77	0.20	0.03
Final Sat.:	1450	2900	1450	1450	2900	1450	659	791	1450	1115	297	37
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.01	0.00	0.48	0.01	0.01	0.01	0.07	0.03	0.03	0.03
Crit Volume:	100				700				105		39	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0 1.0	0 0	1
Volume Module:												
Base Vol:	115	788	32	27	1165	24	20	3	83	16	3	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	788	32	27	1165	24	20	3	83	16	3	10
User Adj:	1.00	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:	115	788	32	27	1165	24	20	3	83	16	3	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	788	32	27	1165	24	20	3	83	16	3	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	788	32	27	1165	24	20	3	83	16	3	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.87	0.13	1.00	0.84	0.16	1.00
Final Sat.:	1450	2787	113	1450	2841	59	1261	189	1450	1221	229	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.02	0.41	0.41	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	115				595			23			19	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	1	420	139	339	1126	173	37	1029	4	60	854	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	420	139	339	1126	173	37	1029	4	60	854	278
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	420	0	339	1126	0	37	1029	0	60	854	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	420	0	339	1126	0	37	1029	0	60	854	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	420	0	339	1126	0	37	1029	0	60	854	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.12	0.39	0.00	0.01	0.35	0.00	0.02	0.29	0.00
Crit Volume:	0			563			514			30		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	43	6	6	12	79	274	27	833	66	40	623	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	6	12	79	274	27	833	66	40	623	10
User Adj:	1.00	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:	43	6	6	12	79	274	27	833	66	40	623	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	6	6	12	79	274	27	833	66	40	623	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	6	6	12	79	274	27	833	66	40	623	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.11	0.11	0.13	0.87	1.00	1.00	1.85	0.15	1.00	1.97	0.03
Final Sat.:	1134	158	158	191	1259	1450	1450	2687	213	1450	2854	46
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.19	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:		55				274		450		40		
Crit Moves:		****				****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	266	350	315	520	0	0	0	0	469	0	431
Growth Adj:	1.00	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	266	350	315	520	0	0	0	0	469	0	431
User Adj:	1.00	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	266	350	315	520	0	0	0	0	469	0	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	266	350	315	520	0	0	0	0	469	0	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	266	350	315	520	0	0	0	0	469	0	431
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.04	0.00	0.96
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1563	0	1437
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.35	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Volume:			350	315				0		450		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.328
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	1	12	13	0	129	176	439	23	12	300	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:	7	1	12	13	0	129	176	439	23	12	300	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:	7	1	12	13	0	129	176	439	23	12	300	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	12	13	0	129	176	439	23	12	300	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:	7	1	12	13	0	129	176	439	23	12	300	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.05	0.60	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	508	73	870	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:		20				129	176				150	
Crit Moves:		****				****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	112	1002	0		2	1024	64		25	0	49		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	1002	0		2	1024	64		25	0	49		0	0	1	
User Adj:	1.00	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:	112	1002	0		2	1024	64		25	0	49		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	1002	0		2	1024	64		25	0	49		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	112	1002	0		2	1024	64		25	0	49		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	0	1500		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33	0.00		0.00	0.34	0.04		0.02	0.00	0.03		0.00	0.00	0.00	
Crit Volume:	112					512					49		0			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	231	773	3		1	837	169		190	2	238		3	5	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	773	3		1	837	169		190	2	238		3	5	3	
User Adj:	1.00	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:	231	773	3		1	837	169		190	2	238		3	5	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	773	3		1	837	169		190	2	238		3	5	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	231	773	3		1	837	169		190	2	238		3	5	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.38	0.62	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	13	1488		563	938	1500	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.00		0.00	0.28	0.11		0.06	0.16	0.16		0.01	0.01	0.00	
Crit Volume:	231					419					240		3			
Crit Moves:	****					****					****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	102	1141	32	304	1404	217	96	472	590	46	361	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1141	32	304	1404	217	96	472	590	46	361	228
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	102	1141	0	304	1404	0	96	472	0	46	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1141	0	304	1404	0	96	472	0	46	361	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	102	1141	0	304	1404	0	96	472	0	46	361	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.10	0.32	0.00	0.07	0.16	0.00	0.02	0.12	0.00
Crit Volume:		380			152			96			181	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	184	1300	59	106	1457	55	203	12	338	135	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1300	59	106	1457	55	203	12	338	135	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1300	59	106	1457	55	203	12	338	135	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1300	59	106	1457	55	203	12	338	135	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1300	59	106	1457	55	203	12	338	135	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4161	189	1450	4192	158	2738	162	1450	1408	42	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.35	0.35	0.07	0.07	0.23	0.10	0.10	0.04
Crit Volume:	184				504				338		139	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 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			Ovl			Ovl			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:	2	0 3	0 1	1	0 3	0 1	1	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	339	1817	71	39	2094	334	263	91	155	57	138	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	1817	71	39	2094	334	263	91	155	57	138	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1817	71	39	2094	334	263	91	155	57	138	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1817	71	39	2094	334	263	91	155	57	138	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	339	1817	71	39	2094	334	263	91	155	57	138	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.54	0.54	0.92	0.53	1.27	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2241	776	1333	762	1844	294
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.03	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	170			698			170			109		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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 2	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	265	1014	13	4	993	58	92	7	466	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1014	13	4	993	58	92	7	466	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	265	1014	13	4	993	58	92	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1014	13	4	993	58	92	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	1014	13	4	993	58	92	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2788	212	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	265			497			49			18		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.644
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	307	1106	265	78	853	45	71	394	177	212	284	15
Growth Adj:	1.00	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	1106	265	78	853	45	71	394	177	212	284	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	1106	265	78	853	45	71	394	177	212	284	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	1106	265	78	853	45	71	394	177	212	284	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	1106	265	78	853	45	71	394	177	212	284	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1377	73
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.18	0.03	0.20	0.03	0.05	0.14	0.12	0.07	0.21	0.21
Crit Volume:	154			284			197					299
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	499	1519	320	66	1086	36	35	85	324	379	120	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	1519	320	66	1086	36	35	85	324	379	120	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	1519	320	66	1086	36	35	85	324	379	120	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1519	320	66	1086	36	35	85	324	379	120	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	499	1519	320	66	1086	36	35	85	324	379	120	121
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.58	0.58
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2664	840	846
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.22	0.02	0.25	0.02	0.02	0.06	0.22	0.14	0.14	0.14
Crit Volume:	250			362			85					207
Crit Moves:	****			****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.537
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	23	1245	31	13	933	274	318	17	39	33	14	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1245	31	13	933	274	318	17	39	33	14	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1245	31	13	933	274	318	17	39	33	14	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1245	31	13	933	274	318	17	39	33	14	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1245	31	13	933	274	318	17	39	33	14	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.44	0.56
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	634	816
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.21	0.19	0.22	0.04	0.04	0.01	0.02	0.02
Crit Volume:		415		13			318				32	
Crit Moves:		****		****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec):	120	Critical Vol./Cap. (X):	0.738
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	38	1417	63	4	1776	51	62	13	64	39	17	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1417	63	4	1776	51	62	13	64	39	17	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1417	63	4	1776	51	62	13	64	39	17	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1417	63	4	1776	51	62	13	64	39	17	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	1417	63	4	1776	51	62	13	64	39	17	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.18	0.82
Final Sat.:	1500	2872	128	1500	2916	84	1500	1500	1500	1500	274	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.61	0.61	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	38					914	62					93
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.903
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	26	2011	60	7	2285	171	25	0	241	250	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2011	60	7	2285	171	25	0	241	250	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2011	60	7	2285	171	25	0	241	250	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2011	60	7	2285	171	25	0	241	250	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	2011	60	7	2285	171	25	0	241	250	0	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.91	0.09	1.00	2.79	0.21	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4224	126	1450	4047	303	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.00	0.56	0.56	0.02	0.00	0.17	0.17	0.00	0.02
Crit Volume:	0					819			241	250		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.703
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2029	37	36	2362	83	51	18	11	90	22	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2029	37	36	2362	83	51	18	11	90	22	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2029	37	36	2362	83	51	18	11	90	22	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2029	37	36	2362	83	51	18	11	90	22	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2029	37	36	2362	83	51	18	11	90	22	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.50	0.12	0.38
Final Sat.:	1500	4419	81	1500	4347	153	956	338	206	750	183	567
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.46	0.02	0.54	0.54	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	9					815			51			180
Crit Moves:	****					****			****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.614
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1538	38	84	1726	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1538	38	84	1726	0	0	0	0	49	0	60
User Adj:	1.00	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	1538	38	84	1726	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1538	38	84	1726	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1538	38	84	1726	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2928	72	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.06	0.58	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		788		84				0		49		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	811	11	286	877	0	0	0	0	3	0	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:	0	811	11	286	877	0	0	0	0	3	0	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:	1.00	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	811	11	286	877	0	0	0	0	3	0	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	811	11	286	877	0	0	0	0	3	0	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	811	11	286	877	0	0	0	0	3	0	42
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2960	40	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.19	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:		411		286				0		3		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	837	85	252	1704	20	1	3	4	228	4	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	837	85	252	1704	20	1	3	4	228	4	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	837	85	252	1704	20	1	3	4	228	4	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	837	85	252	1704	20	1	3	4	228	4	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	837	85	252	1704	20	1	3	4	228	4	275
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.82	0.18	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2633	267	1450	2866	34	181	544	725	1425	25	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.17	0.59	0.59	0.01	0.01	0.01	0.16	0.16	0.19
Crit Volume:	5					862			8			232
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	862	15	11	1850	75	65	1	27	78	6	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	862	15	11	1850	75	65	1	27	78	6	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	862	15	11	1850	75	65	1	27	78	6	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	862	15	11	1850	75	65	1	27	78	6	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	862	15	11	1850	75	65	1	27	78	6	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	1.00	0.93	0.07	1.00
Final Sat.:	1450	2900	1450	1450	2787	113	1428	22	1450	1346	104	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.01	0.01	0.66	0.66	0.05	0.05	0.02	0.06	0.06	0.02
Crit Volume:	59					963			66			84
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec):	120					Critical Vol./Cap. (X):				0.451					
Loss Time (sec):	9					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	34					Level Of Service:				A					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				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:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1
Volume Module:																
Base Vol:	0	480	169		28	1136	0	0	0	0	109	0	29			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	480	169		28	1136	0	0	0	0	109	0	29			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	480	169		28	1136	0	0	0	0	109	0	29			
Reduct Vol:	0	0	0		0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	480	169		28	1136	0	0	0	0	109	0	29			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	480	169		28	1136	0	0	0	0	109	0	29			
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00			
Final Sat.:	0	3000	1500		1500	3000	0	0	0	0	1500	0	1500			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.11		0.02	0.38	0.00	0.00	0.00	0.00	0.07	0.00	0.02			
Crit Volume:	0					568			0		109					
Crit Moves:	****					****					****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec):	120					Critical Vol./Cap. (X):				0.829					
Loss Time (sec):	9					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	109					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:	Ovl				Ovl				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	0	1	1	0	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	61	0	173		205	0	369		266	1019	76		488	971	239	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	0	173		205	0	369		266	1019	76		488	971	239	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	61	0	173		205	0	369		266	1019	76		488	971	239	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	0	173		205	0	369		266	1019	76		488	971	239	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	61	0	173		205	0	369		266	1019	76		488	971	239	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		1.00	0.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	0	1450		1450	0	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.12		0.14	0.00	0.25		0.18	0.35	0.05		0.34	0.33	0.16	
Crit Volume:						0			205				510			
Crit Moves:					****				****				****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	121	894	28	15	1452	50	26	2	99	22	1	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:	121	894	28	15	1452	50	26	2	99	22	1	8
User Adj:	1.00	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:	121	894	28	15	1452	50	26	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	894	28	15	1452	50	26	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	894	28	15	1452	50	26	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.93	0.07	0.93	0.07	1.00	0.96	0.04	1.00
Final Sat.:	1450	2812	88	1450	2803	97	1346	104	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.32	0.01	0.52	0.52	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	121				751			28			23	
Crit Moves:	****				****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	44	678	8	41	1458	82	71	0	29	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	678	8	41	1458	82	71	0	29	15	3	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	678	8	41	1458	82	71	0	29	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	678	8	41	1458	82	71	0	29	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	678	8	41	1458	82	71	0	29	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.89	0.11	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2866	34	1450	2746	154	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.53	0.53	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	44					770	71					19
Crit Moves:	****					****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	990	32	103	1471	63	31	11	24	40	13	366
Growth Adj:	1.00	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	990	32	103	1471	63	31	11	24	40	13	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	990	32	103	1471	63	31	11	24	40	13	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	990	32	103	1471	63	31	11	24	40	13	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	990	32	103	1471	63	31	11	24	40	13	366
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	0.74	0.26	1.00	1.51	0.49	1.00
Final Sat.:	1450	2809	91	1450	2781	119	1070	380	1450	2189	711	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.07	0.53	0.53	0.03	0.03	0.02	0.02	0.02	0.25
Crit Volume:	26					767		42				366
Crit Moves:	****					****		****				****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	90	492	19	21	1170	14	9	0	89	34	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	492	19	21	1170	14	9	0	89	34	0	10
User Adj:	1.00	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:	90	492	19	21	1170	14	9	0	89	34	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	492	19	21	1170	14	9	0	89	34	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	492	19	21	1170	14	9	0	89	34	0	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2792	108	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.01	0.40	0.01	0.01	0.00	0.06	0.02	0.00	0.01
Crit Volume:	90					585			89	34		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.640
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	99	0	466	0	0	0	0	1318	839	129	1821	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:	99	0	466	0	0	0	0	1318	839	129	1821	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	99	0	0	0	0	0	0	1318	0	129	1821	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	0	0	0	0	0	1318	0	129	1821	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	99	0	0	0	0	0	0	1318	0	129	1821	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.09	0.61	0.00
Crit Volume:	50					0			0			911
Crit Moves:	****						****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	359	0	1067	72	568	505	0	771	189	594	1003	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	0	1067	72	568	505	0	771	189	594	1003	366
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	359	0	1067	72	568	0	0	771	189	594	1003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	0	1067	72	568	0	0	771	189	594	1003	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	359	0	1067	72	568	0	0	771	189	594	1003	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.36	0.05	0.19	0.00	0.00	0.13	0.13	0.20	0.22	0.00
Crit Volume:			534	72			0				334	
Crit Moves:			****	****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	870	0	252	1392	554	0	1631	1148	
Growth Adj:	1.00	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	870	0	252	1392	554	0	1631	1148	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	870	0	252	1392	0	0	1631	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	870	0	252	1392	0	0	1631	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	870	0	252	1392	0	0	1631	0	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.16	0.00	0.44	0.00	0.00	0.51	0.00
Crit Volume:			0			435		0			816	
Crit Moves:				****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	1135	531	605	898	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	0	0	0	1135	531	605	898	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	1135	531	605	898	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1135	531	605	898	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	1135	531	605	898	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.35	0.20	0.30	0.00
Crit Volume:	0			0					531	303		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.737
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	538	0	621	0	0	0	0	2385	630	0	2163	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	538	0	621	0	0	0	0	2385	630	0	2163	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	538	0	621	0	0	0	0	2385	0	0	2163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	538	0	621	0	0	0	0	2385	0	0	2163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	538	0	621	0	0	0	0	2385	0	0	2163	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.21	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.48	0.00
Crit Volume:			311	0				795		0		
Crit Moves:			****					****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	413	0	624	0	2610	285	0	2117	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	413	0	624	0	2610	285	0	2117	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	413	0	0	0	2610	0	0	2117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	413	0	0	0	2610	0	0	2117	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	413	0	0	0	2610	0	0	2117	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.58	0.00	0.00	0.47	0.00
Crit Volume:				0			207			870		0
Crit Moves:				****						****		****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0 1	0	0	3 0 1	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	1546	232	0	840	0	0	0	0	898	0	422
Growth Adj:	1.00	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	1546	232	0	840	0	0	0	0	898	0	422
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1546	0	0	840	0	0	0	0	898	0	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1546	0	0	840	0	0	0	0	898	0	422
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1546	0	0	840	0	0	0	0	898	0	422
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Volume:		515		0			0					422
Crit Moves:		****		****								****

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City of Roseville
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2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.852
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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			Ignore			Ignore			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:	2	0	3 0 0	0	0	3 0 1	0	0	0 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	1333	1744	0	0	1836	279	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1333	1744	0	0	1836	279	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1333	1744	0	0	1836	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1333	1744	0	0	1836	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1333	1744	0	0	1836	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	667				612		0				0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.819
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2838	454	565	1582	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2838	454	565	1582	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2838	0	565	1582	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2838	0	565	1582	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2838	0	565	1582	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.19	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		946		283			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.956
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	182	472	603	715	0	292	367	1490	306	0	2704	287
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	472	603	715	0	292	367	1490	306	0	2704	287
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	472	0	715	0	292	367	1490	306	0	2704	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	472	0	715	0	292	367	1490	306	0	2704	287
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	472	0	715	0	292	367	1490	306	0	2704	287
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.84	0.00	1.16	2.00	1.66	0.34	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4118	0	1682	2900	2406	494	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.17	0.00	0.17	0.13	0.62	0.62	0.00	0.47	0.20
Crit Volume:		236		252				898		0		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	18	1	10	411	0	30	54	555	4	4	514	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	411	0	30	54	555	4	4	514	282
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	411	0	30	54	555	4	4	514	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	411	0	30	54	555	4	4	514	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	411	0	30	54	555	4	4	514	282
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.29	0.71
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	1873	1027
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.28	0.00	0.02	0.04	0.19	0.19	0.00	0.27	0.27
Crit Volume:		11		411			54					398
Crit Moves:	****			****			****					****

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City of Roseville
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2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1418	88	88	1519	0	0	371	194	83	0	500
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1418	88	88	1519	0	0	371	194	83	0	500
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1418	0	88	1519	0	0	371	194	83	0	500
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	0	88	1519	0	0	371	194	83	0	500
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1418	0	88	1519	0	0	371	194	83	0	500
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.06	0.52	0.00	0.00	0.13	0.13	0.03	0.00	0.34
Crit Volume:		709		88			0					500
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	0	270	0	0	0	0	570	78	280	177	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:	19	0	270	0	0	0	0	570	78	280	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	270	0	0	0	0	570	78	280	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	270	0	0	0	0	570	78	280	177	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:	19	0	270	0	0	0	0	570	78	280	177	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2639	361	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.19	0.06	0.00
Crit Volume:	19					0			324	280		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	140	490	0	0	1117	57	65	0	355	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:	140	490	0	0	1117	57	65	0	355	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	490	0	0	1117	57	65	0	355	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	490	0	0	1117	57	65	0	355	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:	140	490	0	0	1117	57	65	0	355	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.37	0.04	0.04	0.00	0.24	0.00	0.00	0.00
Crit Volume:	140				559				355	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	49	649	0	254	1454	69	66	10	513	0	4	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	649	0	254	1454	69	66	10	513	0	4	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:	49	649	0	254	1454	69	66	10	513	0	4	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	649	0	254	1454	69	66	10	513	0	4	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	1.00	1.00	1.00
FinalVolume:	49	649	0	254	1454	69	66	10	513	0	4	103
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.04	1.96	0.00	0.04	0.96
Final Sat.:	1500	3000	0	1500	3000	1500	1500	57	2943	0	56	1444
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.00	0.17	0.48	0.05	0.04	0.17	0.17	0.00	0.07	0.07
Crit Volume:	49			727					262	0		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	173	0	0	0	0	1683	0	74	3484	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	173	0	0	0	0	1683	0	74	3484	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	173	0	0	0	0	1683	0	74	3484	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	173	0	0	0	0	1683	0	74	3484	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	173	0	0	0	0	1683	0	74	3484	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.12	0.00	0.00	0.00	0.00	0.28	0.00	0.05	0.58	0.00
Crit Volume:			173	0				0			871	
Crit Moves:			****					****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.676
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 2.00	0 1.00	1.00	0 2.00	0 0.00	0	0	0 0.00	1.00	0 1.00	0 0.00
Volume Module:												
Base Vol:	0	243	614	124	329	0	0	0	0	1088	0	448
Growth Adj:	1.00	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	243	614	124	329	0	0	0	0	1088	0	448
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	243	0	124	329	0	0	0	0	1088	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	243	0	124	329	0	0	0	0	1088	0	448
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	243	0	124	329	0	0	0	0	1088	0	448
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2125	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		122		124				0		768		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.187
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0.00	0 2.00	0	0 0.00	0 0.00	0	0 1.00	0 1.00	2	0 1.00	0 0.00
Volume Module:												
Base Vol:	70	0	316	0	0	0	0	26	17	369	162	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	316	0	0	0	0	26	17	369	162	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	0	0	0	0	0	26	17	369	162	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	0	0	0	0	0	26	17	369	162	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	0	0	0	0	0	26	17	369	162	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.12	0.11	0.00
Crit Volume:	70				0			26		185		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	13	63	73		195	81	42		74	295	12		124	504	546	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	63	73		195	81	42		74	295	12		124	504	546	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	63	73		195	81	42		74	295	12		124	504	546	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	63	73		195	81	42		74	295	12		124	504	546	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	13	63	73		195	81	42		74	295	12		124	504	546	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.04	0.05		0.13	0.06	0.03		0.05	0.07	0.01		0.09	0.12	0.38	
Crit Volume:		63				0				74					546	
Crit Moves:	****				****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2165	21		182	2648	0		0	0	0		0	0	232	
Growth Adj:	1.00	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	2165	21		182	2648	0		0	0	0		0	0	232	
User Adj:	1.00	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	2165	21		182	2648	0		0	0	0		0	0	232	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2165	21		182	2648	0		0	0	0		0	0	232	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2165	21		182	2648	0		0	0	0		0	0	232	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.48	0.01		0.12	0.59	0.00		0.00	0.00	0.00		0.00	0.00	0.15	
Crit Volume:		722				182				0					232	
Crit Moves:	****				****										****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.310
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	487	0	0	0	496	0	0	0	496	0	0	0	496
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	487	0	0	0	496	0	0	0	496	0	0	0	496
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	487	0	0	0	496	0	0	0	496	0	0	0	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	487	0	0	0	496	0	0	0	496	0	0	0	496
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	487	0	0	0	496	0	0	0	496	0	0	0	496
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	1.00
Final Sat.:	3200	3200	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600	3200	3200	1600	1600
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.00	0.31
Crit Volume:			0			0			0							496
Crit Moves:			****													****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	2185	51		10	2647	0		0	0	0		26	0	10	
Growth Adj:	1.00	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	2185	51		10	2647	0		0	0	0		26	0	10	
User Adj:	1.00	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	2185	51		10	2647	0		0	0	0		26	0	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2185	51		10	2647	0		0	0	0		26	0	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2185	51		10	2647	0		0	0	0		26	0	10	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		0.72	0.00	0.28	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1083	0	417	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.49	0.03		0.01	0.59	0.00		0.00	0.00	0.00		0.02	0.00	0.02	
Crit Volume:	0					882							0	26		
Crit Moves:	****					****								****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.246
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	211	0	167	0	0	0	0	12	82	67	9	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:	211	0	167	0	0	0	0	12	82	67	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	0	167	0	0	0	0	12	82	67	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	0	167	0	0	0	0	12	82	67	9	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:	211	0	167	0	0	0	0	12	82	67	9	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.88	0.12	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1322	178	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.11	0.00	0.00	0.00	0.00	0.01	0.05	0.05	0.05	0.00
Crit Volume:	211			0					82		76	
Crit Moves:	****								****		****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.402
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	62	98	44	3	135	11	8	15	123	14	317	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:	62	98	44	3	135	11	8	15	123	14	317	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	98	44	3	135	11	8	15	123	14	317	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	98	44	3	135	11	8	15	123	14	317	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	62	98	44	3	135	11	8	15	123	14	317	273
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.35	0.65	1.00	0.04	0.96	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	504	946	1450	61	1389	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.03	0.00	0.05	0.01	0.02	0.02	0.08	0.23	0.23	0.19
Crit Volume:	62			68					123		331	
Crit Moves:	****				****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 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			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	0 1	1	0 1	0 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	450	32	372	908	0	0	0	0	142	0	304
Growth Adj:	1.00	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	450	32	372	908	0	0	0	0	142	0	304
User Adj:	1.00	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	450	32	372	908	0	0	0	0	142	0	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	450	32	372	908	0	0	0	0	142	0	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	450	32	372	908	0	0	0	0	142	0	304
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.02	0.25	0.61	0.00	0.00	0.00	0.00	0.09	0.00	0.20
Crit Volume:	0			908			0					304
Crit Moves:	****			****								****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 150 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			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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	81	0	900	470	2213	0	0	2161	97
Growth Adj:	1.00	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	81	0	900	470	2213	0	0	2161	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	0	470	2213	0	0	2161	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	0	470	2213	0	0	2161	97
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:	0	0	0	81	0	0	470	2213	0	0	2161	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.31	0.49	0.00	0.00	0.48	0.06
Crit Volume:				81			470				720	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				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	2	0 1	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	62	1338	0		34	1113	104		59	1	51		0	2	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	1338	0		34	1113	104		59	1	51		0	2	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	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:	62	1338	0		34	1113	104		59	1	51		0	2	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	62	1338	0		34	1113	104		59	1	51		0	2	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	62	1338	0		34	1113	104		59	1	51		0	2	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.02	0.98		0.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2652	248		1450	28	1422		0	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.46	0.00		0.02	0.42	0.42		0.04	0.04	0.04		0.00	0.00	0.00	
Crit Volume:		669				34				59					2	
Crit Moves:		****				****				****					****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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	1	0	0	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	25	1	30		45	0	0		0	944	16		17	1041	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1	30		45	0	0		0	944	16		17	1041	62	
User Adj:	1.00	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:	25	1	30		45	0	0		0	944	16		17	1041	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1	30		45	0	0		0	944	16		17	1041	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	25	1	30		45	0	0		0	944	16		17	1041	62	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.96	0.04	1.00		1.00	0.00	0.00		1.00	1.97	0.03		1.00	1.89	0.11	
Final Sat.:	1394	56	1450		1450	0	0		1450	2852	48		1450	2737	163	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.03	0.00	0.00		0.00	0.33	0.33		0.01	0.38	0.38	
Crit Volume:			30		45				0						552	
Crit Moves:			****		****				****						****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.209
Loss Time (sec): 0 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:	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	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	6	0	53		0	0	0		0	419	2		51	250	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:	6	0	53		0	0	0		0	419	2		51	250	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	0	53		0	0	0		0	419	2		51	250	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	53		0	0	0		0	419	2		51	250	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:	6	0	53		0	0	0		0	419	2		51	250	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	1500	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.14	0.00		0.03	0.08	0.00	
Crit Volume:			53				0			210			51			
Crit Moves:			****							****			****			

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.714
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	441	1070		0	0	1000		51	25		0	130	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:	441	1070		0	0	1000		51	25		0	130	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	441	1070		0	0	1000		51	25		0	130	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	441	1070		0	0	1000		51	25		0	130	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:	441	1070		0	0	1000		51	25		0	130	0		0	0
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1500	3000		0	0	3000		1500	1500		0	1500	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.29	0.36		0.00	0.00	0.33		0.03	0.02		0.00	0.09	0.00		0.00	0.00
Crit Volume:	441					500						130		0		
Crit Moves:	****					****						****				

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	235	2341	0	0	2782	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	235	2341	0	0	2782	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	235	2341	0	0	2782	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	235	2341	0	0	2782	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	235	2341	0	0	2782	188
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.37	0.00	0.00	0.58	0.12
Crit Volume:	0			0			235				927	
Crit Moves:							****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0				0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.824
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	167	594	185	311	364	122	280	1330	156	34	1340	701
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	594	185	311	364	122	280	1330	156	34	1340	701
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	594	185	311	364	122	280	1330	156	34	1340	701
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	594	185	311	364	122	280	1330	156	34	1340	701
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	167	594	185	311	364	122	280	1330	156	34	1340	701
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.14	0.13	0.11	0.08	0.08	0.10	0.31	0.11	0.01	0.31	0.48
Crit Volume:		198		156			140					701
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.757
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	16	0	534	0	0	0	0	1804	22	643	1971	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:	16	0	534	0	0	0	0	1804	22	643	1971	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	534	0	0	0	0	1804	22	643	1971	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	534	0	0	0	0	1804	22	643	1971	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:	16	0	534	0	0	0	0	1804	22	643	1971	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.36	0.00	0.00	0.00	0.00	0.40	0.01	0.21	0.44	0.00
Crit Volume:			534	0				601		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	1	0	12	0	0	0	0	2334	5	141	2613	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:	1	0	12	0	0	0	0	2334	5	141	2613	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	12	0	0	0	0	2334	5	141	2613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	12	0	0	0	0	2334	5	141	2613	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:	1	0	12	0	0	0	0	2334	5	141	2613	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.52	0.00	0.09	0.58	0.00
Crit Volume:			12		0			778		141		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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	0	1	0	1	1	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100					Critical Vol./Cap. (X):					0.000					
Loss Time (sec):	0					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	0					Level Of Service:										

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	0	0	1	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100					Critical Vol./Cap. (X):					0.000					
Loss Time (sec):	0					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	0					Level Of Service:										

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.638
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	579	204	5	903	0	30	14	69	236	37	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:	35	579	204	5	903	0	30	14	69	236	37	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	579	204	5	903	0	30	14	69	236	37	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	579	204	5	903	0	30	14	69	236	37	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	579	204	5	903	0	30	14	69	236	37	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.68	0.32	1.00	0.80	0.12	0.08
Final Sat.:	1450	1450	1450	1450	2900	0	989	461	1450	1152	181	117
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.00	0.03	0.03	0.05	0.20	0.20	0.20
Crit Volume:		579			5			44			297	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	275	252	0	389	369	220	248	2	350	374	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	252	0	389	369	220	248	2	350	374	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	275	252	0	389	369	220	248	2	350	374	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	252	0	389	369	220	248	2	350	374	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	275	252	0	389	369	220	248	2	350	374	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2953	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.17	0.00	0.26	0.25	0.15	0.17	0.17	0.23	0.13	0.13
Crit Volume:	0			389			250			350		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 6 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			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	183	59	114	12	54	24	23	508	117	56	499	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:	183	59	114	12	54	24	23	508	117	56	499	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	59	114	12	54	24	23	508	117	56	499	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	59	114	12	54	24	23	508	117	56	499	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	183	59	114	12	54	24	46	508	117	112	499	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.10	0.90	1.00
Final Sat.:	1210	390	1600	213	960	427	69	1531	1600	161	1439	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.07	0.06	0.06	0.06	0.33	0.33	0.07	0.35	0.35	0.02
Crit Volume:	183			90			531			56		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec): 120 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	52	33	109	82	102	53	502	14	48	616	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:	11	52	33	109	82	102	53	502	14	48	616	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:	11	52	33	109	82	102	53	502	14	48	616	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	52	33	109	82	102	53	502	14	48	616	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	52	33	109	82	102	53	502	14	48	616	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.61	0.39	1.00	0.45	0.55	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	979	621	1600	713	887	1600	1557	43	1600	1473	127
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.07	0.11	0.12	0.03	0.32	0.32	0.03	0.42	0.42
Crit Volume:	11					184	53					669
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0	0	1	0 0 1	0	1	0
Volume Module:												
Base Vol:	82	23	326	61	98	40	26	533	45	600	484	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:	82	23	326	61	98	40	26	533	45	600	484	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	23	0	61	98	40	26	533	45	600	484	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	23	0	61	98	40	26	533	45	600	484	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	23	0	61	98	40	26	533	45	600	484	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.31	0.49	0.20	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1171	329	1500	460	739	302	1500	1383	117	1500	1467	33
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.39	0.39	0.40	0.33	0.33
Crit Volume:	82				199			578		600		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 147 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	521	1131	36	56	1108	57	72	209	224	201	111	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:	521	1131	36	56	1108	57	72	209	224	201	111	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	521	1131	36	56	1108	0	72	209	0	201	111	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	521	1131	36	56	1108	0	72	209	0	201	111	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	521	1131	36	56	1108	0	72	209	0	201	111	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.39	0.02	0.04	0.38	0.00	0.05	0.14	0.00	0.14	0.08	0.03
Crit Volume:	261			554			209			201		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0 1	0	0 2
Volume Module:												
Base Vol:	1	34	10	899	9	782	594	107	2	1	44	1181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	899	9	782	594	107	2	1	44	1181
User Adj:	1.00	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:	1	34	10	899	9	782	594	107	2	1	44	1181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	899	9	782	594	107	2	1	44	1181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	899	9	782	594	107	2	1	44	1181
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.69	0.30	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2450	441	8	32	1418	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.54	0.24	0.24	0.24	0.03	0.03	0.41
Crit Volume:		35			0		351					591
Crit Moves:		****			****		****					****

2025 CIP No Project PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#205 Watt Ave/Baseline Rd	C xxxxx	0.766	C xxxxx	0.766	+ 0.000 V/C
#209 West Side/ Baseline	C xxxxx	0.797	C xxxxx	0.797	+ 0.000 V/C
#212 Market Street/ Baseline	B xxxxx	0.653	B xxxxx	0.653	+ 0.000 V/C
#301 Locust/Baseline	A xxxxx	0.446	A xxxxx	0.446	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D xxxxx	0.871	D xxxxx	0.871	+ 0.000 V/C

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2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	167	594	185	311	364	122	280	1330	156	34	1340	701
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	594	185	311	364	122	280	1330	156	34	1340	701
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	594	185	311	364	122	280	1330	156	34	1340	701
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	594	185	311	364	122	280	1330	156	34	1340	701
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	184	594	185	342	364	122	308	1330	156	37	1340	701
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.13	0.12	0.09	0.09	0.11	0.32	0.11	0.01	0.32	0.51
Crit Volume:		198			0			154				701
Crit Moves:		****			****			****				****

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2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #209 West Side/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	16	0	534	0	0	0	0	1804	22	643	1971	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:	16	0	534	0	0	0	0	1804	22	643	1971	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	534	0	0	0	0	1804	22	643	1971	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	534	0	0	0	0	1804	22	643	1971	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	18	0	534	0	0	0	0	1804	22	707	1971	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2850	4275	1425	2850	4275	1425	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.37	0.00	0.00	0.00	0.00	0.42	0.02	0.25	0.46	0.00
Crit Volume:			534	0				601		0		
Crit Moves:			****					****		****		

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Market Street/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	1	0	12	0	0	0	0	2334	5	141	2613	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:	1	0	12	0	0	0	0	2334	5	141	2613	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	12	0	0	0	0	2334	5	141	2613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	12	0	0	0	0	2334	5	141	2613	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:	1	0	12	0	0	0	0	2334	5	141	2613	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.55	0.00	0.10	0.61	0.00
Crit Volume:			12	0				778		141		
Crit Moves:			****					****		****		

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	14	3	184	36	5	3	3	1245	29	19	957	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	184	36	5	3	3	1245	29	19	957	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	184	36	5	3	3	1245	29	19	957	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	184	36	5	3	3	1245	29	19	957	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	3	184	36	5	3	3	1245	29	19	957	17
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:	0.82	0.18	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1174	251	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.13	0.03	0.03	0.03	0.00	0.29	0.02	0.01	0.22	0.01
Crit Volume:			184		36			415			0	
Crit Moves:			****		****			****			****	

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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 3	0 1	2	0 3	0 1	0	0 1!	0 0	1	1 0	0 2
Volume Module:												
Base Vol:	20	1700	72	112	1373	10	4	2	8	258	4	178
Growth Adj:	1.00	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	1700	72	112	1373	10	4	2	8	258	4	178
User Adj:	1.00	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:	20	1700	72	112	1373	10	4	2	8	258	4	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1700	72	112	1373	10	4	2	8	258	4	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.10	1.00	1.00	1.00	1.00	1.00	1.10	1.00	1.10
FinalVolume:	20	1700	72	123	1373	10	4	2	8	284	4	196
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.29	0.14	0.57	1.97	0.03	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	407	204	814	2810	40	2850
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.05	0.04	0.32	0.01	0.01	0.01	0.01	0.10	0.10	0.07
Crit Volume:		567			62				14	144		
Crit Moves:		****			****				****	****		

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.871
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	177	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:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	103	1529	231	56	1505	44	62	36	68	202	280	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1529	231	56	1505	44	62	36	68	202	280	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	103	1529	231	56	1505	44	62	36	68	202	280	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1529	231	56	1505	44	62	36	68	202	280	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	1529	231	56	1505	44	62	36	68	202	280	91
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.17	0.04	0.55	0.03	0.05	0.03	0.05	0.15	0.20	0.07
Crit Volume:	103				753		62				280	
Crit Moves:	****				****		****				****	

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2025 CIP No Project PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	E	xxxxx	0.909	E	xxxxx	0.909	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.138	F	xxxxx	1.138	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F	xxxxx	1.137	F	xxxxx	1.137	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
#313 Watt Ave/Elkhorn	F	xxxxx	1.025	F	xxxxx	1.025	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	D	xxxxx	0.874	D	xxxxx	0.874	+ 0.000 V/C

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2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.909
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	365	1690	519		346	1106	475		362	958	271		237	631	381	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	365	1690	519		346	1106	475		362	958	271		237	631	381	
User Adj:	1.00	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:	365	1690	519		346	1106	475		362	958	271		237	631	381	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	365	1690	519		346	1106	475		362	958	271		237	631	381	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	402	1690	519		381	1106	475		398	958	271		261	631	381	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.38	0.35		0.13	0.25	0.32		0.13	0.32	0.18		0.09	0.21	0.25	
Crit Volume:		563				190				479				130		
Crit Moves:		****				****				****				****		

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2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.138
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	166	1314	382	673	1259	96	404	1166	83	454	1374	440
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1314	382	673	1259	96	404	1166	83	454	1374	440
User Adj:	1.00	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:	166	1314	382	673	1259	96	404	1166	83	454	1374	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1314	382	673	1259	96	404	1166	83	454	1374	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	183	1314	382	740	1259	96	444	1166	83	499	1374	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.25	0.25	0.42	0.06	0.15	0.26	0.06	0.17	0.31	0.29
Crit Volume:		657		370			222				458	
Crit Moves:		****		****			****				****	

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.137
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	296	1415	231	124	1134	276	397	682	190	147	445	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1415	231	124	1134	276	397	682	190	147	445	118
User Adj:	1.00	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:	296	1415	231	124	1134	276	397	682	190	147	445	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1415	231	124	1134	276	397	682	190	147	445	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	1415	231	124	1134	276	397	682	190	147	445	118
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.47	0.15	0.08	0.38	0.18	0.26	0.23	0.13	0.10	0.30	0.08
Crit Volume:	296				567		397				445	
Crit Moves:	****				****		****				****	

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.856
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 158 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:	Ovl			Ovl			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:	2	0	2 0	1	2	0	2 0	1	2	0	1 1	0
Volume Module:												
Base Vol:	315	1274	86	243	943	240	501	370	249	243	475	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:	315	1274	86	243	943	240	501	370	249	243	475	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	1274	86	243	943	240	501	370	249	243	475	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1274	86	243	943	240	501	370	249	243	475	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	347	1274	86	267	943	240	551	370	249	267	475	105
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.20	0.80	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1793	1207	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.06	0.09	0.31	0.16	0.18	0.21	0.21	0.09	0.16	0.07
Crit Volume:		637			134			276			238	
Crit Moves:		****			****			****			****	

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0	1	2	0	3 0	1	2	0	2 0	1
Volume Module:												
Base Vol:	294	1780	229	404	1059	336	453	872	246	316	947	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	1780	229	404	1059	336	453	872	246	316	947	379
User Adj:	1.00	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:	294	1780	229	404	1059	336	453	872	246	316	947	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	1780	229	404	1059	336	453	872	246	316	947	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	323	1780	229	444	1059	336	498	872	246	348	947	379
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.40	0.15	0.15	0.24	0.22	0.17	0.29	0.16	0.12	0.32	0.25
Crit Volume:		593			222			249			474	
Crit Moves:		****			****			****			****	

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.874
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	180	921	40		422	818	86		119	1195	147		220	1397	315	
Growth Adj:	1.00	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	921	40		422	818	86		119	1195	147		220	1397	315	
User Adj:	1.00	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:	180	921	40		422	818	86		119	1195	147		220	1397	315	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	921	40		422	818	86		119	1195	147		220	1397	315	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.10	1.00	1.00		1.10	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	198	921	40		464	818	86		119	1195	147		220	1397	315	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.31	0.03		0.15	0.27	0.06		0.08	0.27	0.10		0.15	0.31	0.21	
Crit Volume:		461				232				398				220		
Crit Moves:		****				****				****				****		

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2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.679
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	292	0	61	4	1350	0	0	1296	301
Growth Adj:	1.00	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	292	0	61	4	1350	0	0	1296	301
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	292	0	61	4	1350	0	0	1296	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	292	0	61	4	1350	0	0	1296	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	292	0	61	4	1350	0	0	1296	301
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.04	0.00	0.47	0.00	0.00	0.45	0.21
Crit Volume:		0		292				675		0		
Crit Moves:				****				****		****		

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	407	0	40	0	0	0	0	1148	492	141	1189	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:	407	0	40	0	0	0	0	1148	492	141	1189	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	0	40	0	0	0	0	1148	492	141	1189	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	0	40	0	0	0	0	1148	492	141	1189	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:	407	0	40	0	0	0	0	1148	492	141	1189	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.03	0.00	0.00	0.00	0.00	0.38	0.33	0.09	0.40	0.00
Crit Volume:	407					0			574		141	
Crit Moves:	****							****			****	

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.328
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0 2	0	0	0	0 0	0	0	2	0 1	0	0	3	0 1
Volume Module:																
Base Vol:	120	0	1047	0	0	0	0	381	6	0	1118	13				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	120	0	1047	0	0	0	0	381	6	0	1118	13				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
PHF Volume:	120	0	0	0	0	0	0	381	0	0	1118	13				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	120	0	0	0	0	0	0	381	0	0	1118	13				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00				
FinalVolume:	120	0	0	0	0	0	0	381	0	0	1118	13				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00				
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.25	0.01				
Crit Volume:	120			0			0				373					
Crit Moves:	****						****				****					

2025 CIP No Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.206
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 0	1	0	0	0 1	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	107	0	32	0	261	186	0	312	927				
Growth Adj:	1.00	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	107	0	32	0	261	186	0	312	927				
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:	0	0	0	107	0	32	0	261	186	0	312	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	107	0	32	0	261	186	0	312	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	0	0	107	0	32	0	261	186	0	312	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.00	0.09	0.13	0.00	0.11	0.00				
Crit Volume:	0			107					186	0						
Crit Moves:				****					****	****						

2025 CIP PLUS PROJECT CONDITIONS
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000
# 5 Blue Oaks & Crocker Ranch	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000
# 8 Blue Oaks & New Meadow	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000
# 13 Cirby & Sunrise	E	xxxxx	0.920	E	xxxxx	0.920	+ 0.000
# 14 Cirby Wy & Foothills Bl	E	xxxxx	0.983	E	xxxxx	0.983	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.030	F	xxxxx	1.030	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000
# 23 Cirby Wy & Vernon St	E	xxxxx	0.983	E	xxxxx	0.983	+ 0.000

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City of Roseville
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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000
# 25 Douglas & Rocky Ridge	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 28 Douglas & Sunrise	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.316	A	xxxxx	0.316	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
# 38 Eureka & N. Sunrise	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000
# 39 Eureka & Rocky Ridge	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.376	A	xxxxx	0.376	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.274	A	xxxxx	0.274	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
# 50 Foothills & Baseline/Main	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx	0.796	C	xxxxx	0.796	+ 0.000 V/C
# 55 Foothills Bl & HP South	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 62 Galleria & Berry	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.638	B	xxxxx	0.638	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.345	A	xxxxx	0.345	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.248	A	xxxxx	0.248	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.133	A	xxxxx	0.133	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.298	A	xxxxx	0.298	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.337	A	xxxxx	0.337	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
# 90 Pleasant Grove & Michener	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.026	F	xxxxx	1.026	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.092	A	xxxxx	0.092	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
#104 Roseville Parkway & Creekside	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#117 Roseville Pw & Sierra College	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.321	A	xxxxx	0.321	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.886	D	xxxxx	0.886	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.233	A	xxxxx	0.233	+ 0.000 V/C
#159 Washington Blvd & Industrial	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.167	A	xxxxx	0.167	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	F	xxxxx	1.018	F	xxxxx	1.018	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.140	A	xxxxx	0.140	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	A	xxxxx	0.235	A	xxxxx	0.235	+ 0.000 V/C
#178 Watt Ave & Road A	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
#179 Watt Ave & Road B	A	xxxxx	0.318	A	xxxxx	0.318	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
#181 West Side Dr & Road A	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#182 West Side Dr & Road B	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
#184 Market St & Road B	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
#185 Market St & Baseline Rd	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
#187 Upland Dr & Road B	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#190 West Side Dr & SV EW Coll	A	xxxxx	0.352	A	xxxxx	0.352	+ 0.000 V/C
#191 Road B & SV NS Coll 3	A	xxxxx	0.194	A	xxxxx	0.194	+ 0.000 V/C
#192 Road B & SV NS Coll 5	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.270	A	xxxxx	0.270	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000 V/C
#195 Road B & SV NS Coll 2	A	xxxxx	0.097	A	xxxxx	0.097	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.226	A	xxxxx	0.226	+ 0.000 V/C
#197 Baseline Rd & SV CC2	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
#199 Baseline Rd & SV CC4	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	11	3	29	68	1	13	18	970	8	9	1024	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	3	29	68	1	13	18	970	8	9	1024	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:	11	3	29	68	1	13	18	970	8	9	1024	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3	29	68	1	13	18	970	8	9	1024	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	3	29	68	1	13	18	970	8	9	1024	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	136	1314	1429	21	1450	1450	2876	24	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.34	0.34	0.01	0.35	0.02
Crit Volume:		32			69		18				512	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	124	0	333	0	0	0	0	930	137	522	951	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:	124	0	333	0	0	0	0	930	137	522	951	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	0	333	0	0	0	0	930	137	522	951	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	0	333	0	0	0	0	930	137	522	951	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	0	333	0	0	0	0	930	137	522	951	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.22	0.00	0.00	0.00	0.00	0.31	0.09	0.35	0.32	0.00
Crit Volume:	124			0			465			522		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	345	0	47	95	857	0	0	759	283
Growth Adj:	1.00	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	345	0	47	95	857	0	0	759	283
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	345	0	47	95	857	0	0	759	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	345	0	47	95	857	0	0	759	283
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	345	0	47	95	857	0	0	759	283
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.03	0.06	0.29	0.00	0.00	0.25	0.19
Crit Volume:				345			95				380	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120				Critical Vol./Cap. (X):				0.829						
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	133				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:	Ovl				Ignore				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	189	1079	456		338	825	652		436	1665	70		236	954	268	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	189	1079	456		338	825	652		436	1665	70		236	954	268	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	189	1079	456		338	825	0		436	1665	70		236	954	268	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	189	1079	456		338	825	0		436	1665	70		236	954	268	
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:	189	1079	456		338	825	0		436	1665	70		236	954	268	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.25	0.31		0.12	0.19	0.00		0.15	0.38	0.05		0.08	0.22	0.18	
Crit Volume:		360			169					555			118			
Crit Moves:		****			****					****			****			

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100				Critical Vol./Cap. (X):				0.824						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	130				Level Of Service:				D						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	0	0 0	1	0	0	0 1	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		456	0	45		20	2342	0		0	769	124	
Growth Adj:	1.00	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		456	0	45		20	2342	0		0	769	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		456	0	45		20	2342	0		0	769	124	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		456	0	45		20	2342	0		0	769	124	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		456	0	45		20	2342	0		0	769	124	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	0		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.30	0.00	0.03		0.01	0.52	0.00		0.00	0.17	0.08	
Crit Volume:		0			456					781			0			
Crit Moves:					****					****			****			

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.574
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	16	0	109	0	0	0	0	2255	14	44	775	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:	16	0	109	0	0	0	0	2255	14	44	775	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	16	0	109	0	0	0	0	2255	14	44	775	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	109	0	0	0	0	2255	14	44	775	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	16	0	109	0	0	0	0	2255	14	44	775	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.50	0.01	0.03	0.17	0.00
Crit Volume:			109		0			752		0		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.751
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	76	622	759	451	894	127	260	965	88	462	259	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	622	759	451	894	127	260	965	88	462	259	123
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	76	622	0	451	894	127	260	965	0	462	259	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	622	0	451	894	127	260	965	0	462	259	123
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	76	622	0	451	894	127	260	965	0	462	259	123
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.16	0.31	0.09	0.09	0.22	0.00	0.16	0.06	0.08
Crit Volume:		311			226			322		231		
Crit Moves:		****			****			****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.865
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	471	0	33	20	3269	0	9	1441	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	471	0	33	20	3269	0	9	1441	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	471	0	33	20	3269	0	9	1441	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	471	0	33	20	3269	0	9	1441	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	471	0	33	20	3269	0	9	1441	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.02	0.01	0.54	0.00	0.01	0.24	0.04
Crit Volume:		0		471				817		9		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	166	0	2	0	2087	0	0	771	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	2	0	2087	0	0	771	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	166	0	2	0	2087	0	0	771	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	2	0	2087	0	0	771	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	166	0	2	0	2087	0	0	771	72
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.46	0.00	0.00	0.17	0.05
Crit Volume:		0		166				696		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.773
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	44	33	54	198	104	47	149	2432	209	92	792	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	33	54	198	104	47	149	2432	209	92	792	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	33	54	198	104	47	149	2432	209	92	792	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	33	54	198	104	47	149	2432	209	92	792	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	33	54	198	104	47	149	2432	209	92	792	215
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.13	0.60	0.27	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1645	864	391	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.04	0.12	0.12	0.12	0.10	0.56	0.14	0.06	0.18	0.15
Crit Volume:	44			175			811			92		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.955
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	301	704	151	148	211	81	921	2127	764	591	1225	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	704	151	148	211	81	921	2127	764	591	1225	300
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	704	0	148	211	81	921	2127	764	591	1225	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	704	0	148	211	81	921	2127	764	591	1225	300
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	704	0	148	211	81	921	2127	764	591	1225	300
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.00	0.05	0.05	0.06	0.32	0.37	0.53	0.20	0.21	0.21
Crit Volume:		352			74				764	296		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	178	97	628	217	197	103	56	2360	209	297	845	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	97	628	217	197	103	56	2360	209	297	845	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:	178	97	628	217	197	103	56	2360	209	297	845	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	97	628	217	197	103	56	2360	209	297	845	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	1.00	1.00	1.00
FinalVolume:	178	97	628	217	197	103	56	2360	209	297	845	103
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.03	0.43	0.07	0.07	0.07	0.02	0.41	0.14	0.10	0.15	0.07
Crit Volume:			628	109				590		0		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.920
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	804	1313	169	105	607	77	182	1128	615	123	566	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	804	1313	169	105	607	77	182	1128	615	123	566	50
User Adj:	1.00	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:	804	1313	169	105	607	77	182	1128	615	123	566	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	804	1313	169	105	607	77	182	1128	615	123	566	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:	804	1313	169	105	607	77	182	1128	615	123	566	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.45	0.12	0.04	0.14	0.05	0.06	0.39	0.42	0.04	0.20	0.03
Crit Volume:		657		53				564		62		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0	1	2	0 1	0 0	0	0 0	0 0	2	0 0
Volume Module:												
Base Vol:	0	476	567	1921	556	0	0	0	0	551	0	1748
Growth Adj:	1.00	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	476	567	1921	556	0	0	0	0	551	0	1748
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	476	0	1921	556	0	0	0	0	551	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	476	0	1921	556	0	0	0	0	551	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	476	0	1921	556	0	0	0	0	551	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.64	0.37	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		238		961				0		276		
Crit Moves:		****		****						****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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	1	0	0 0	0 0	0	2 1	0	2	0 3
Volume Module:												
Base Vol:	0	0	235	0	0	0	0	2028	20	333	1929	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	235	0	0	0	0	2028	20	333	1929	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2028	20	333	1929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2028	20	333	1929	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2028	20	333	1929	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4456	44	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.11	0.43	0.00
Crit Volume:	0			0					683	167		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	15	1	22	6	2069	2	6	2096	10
Growth Adj:	1.00	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	0	21	15	1	22	6	2069	2	6	2096	10
User Adj:	1.00	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:	9	0	21	15	1	22	6	2069	2	6	2096	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	15	1	22	6	2069	2	6	2096	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	15	1	22	6	2069	2	6	2096	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1359	91	1450	1450	2897	3	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.02	0.00	0.71	0.71	0.00	0.73	0.73
Crit Volume:			30			22	6					1053
Crit Moves:			****			****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1! 0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	44	43	88	25	5	53	176	1205	4	19	662	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	43	88	25	5	53	176	1205	4	19	662	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	43	88	25	5	53	176	1205	4	19	662	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	43	88	25	5	53	176	1205	4	19	662	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	43	88	25	5	53	176	1205	4	19	662	243
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.25	0.50	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.46	0.54
Final Sat.:	377	369	754	1250	250	1500	1500	2990	10	1500	2194	806
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.02	0.02	0.04	0.12	0.40	0.40	0.01	0.30	0.30
Crit Volume:			175	25			176					453
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.930
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	19	13	446	4	1	22	8	1274	44	20	1780	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	13	446	4	1	22	8	1274	44	20	1780	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	13	446	4	1	22	8	1274	44	20	1780	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	446	4	1	22	8	1274	44	20	1780	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	13	446	4	1	22	8	1274	44	20	1780	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.80	0.20	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	861	589	1450	1160	290	1450	1450	2900	1450	2900	2897	3
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.31	0.00	0.00	0.02	0.01	0.44	0.03	0.01	0.61	0.61
Crit Volume:			446			22	0				891	
Crit Moves:			****			****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.597
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	112	2	38	70	1	88	32	1184	0	50	617	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	38	70	1	88	32	1184	0	50	617	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	38	70	1	88	32	1184	0	50	617	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	38	70	1	88	32	1184	0	50	617	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	38	70	1	88	32	1184	0	50	617	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.01	0.25	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1068	19	363	1430	20	1450	1450	2900	0	1450	2778	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.06	0.02	0.41	0.00	0.03	0.22	0.22
Crit Volume:			152			71		592		50		
Crit Moves:			****			****		****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec):	120	Critical Vol./Cap. (X):	1.030
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1296	818	201	188	292	111	372	1449	1262	394	1125	345
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1296	818	201	188	292	111	372	1449	1262	394	1125	345
User Adj:	1.00	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:	1296	818	201	188	292	111	372	1449	1262	394	1125	345
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1296	818	201	188	292	111	372	1449	1262	394	1125	345
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1296	818	201	188	292	111	372	1449	1262	394	1125	345
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.45	0.28	0.14	0.06	0.07	0.08	0.13	0.33	0.44	0.14	0.39	0.24
Crit Volume:	648				97		186				563	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.431
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	139	0	219	631	525	0	0	382	664
Growth Adj:	1.00	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	139	0	219	631	525	0	0	382	664
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	139	0	0	631	525	0	0	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	139	0	0	631	525	0	0	382	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	139	0	0	631	525	0	0	382	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.64	1.36	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2456	2044	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.26	0.26	0.00	0.00	0.13	0.00
Crit Volume:				70				385			191	
Crit Moves:				****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	155	0	195		0	0	0		0	1703	25		20	1433	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:	155	0	195		0	0	0		0	1703	25		20	1433	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	155	0	195		0	0	0		0	1703	25		20	1433	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	155	0	195		0	0	0		0	1703	25		20	1433	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:	155	0	195		0	0	0		0	1703	25		20	1433	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.96	0.04		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4435	65		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.00	0.13		0.00	0.00	0.00		0.00	0.38	0.38		0.01	0.48	0.00	
Crit Volume:			195			0				0				717		
Crit Moves:			****							****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.983
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	47	196	76		76	33	309		449	1945	108		89	1933	84	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	196	76		76	33	309		449	1945	108		89	1933	84	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	196	76		76	33	309		449	1945	108		89	1933	84	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	196	76		76	33	309		449	1945	108		89	1933	84	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	47	196	76		76	33	309		449	1945	108		89	1933	84	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.89	0.11		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2747	153		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.14	0.05		0.03	0.02	0.21		0.15	0.71	0.71		0.03	0.67	0.06	
Crit Volume:			196			38				225				966		
Crit Moves:			****			****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1
Volume Module:												
Base Vol:	314	717	17	393	305	131	148	1058	229	51	982	679
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	717	17	393	305	131	148	1058	229	51	982	679
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:	314	717	17	393	305	131	148	1058	229	51	982	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	717	17	393	305	131	148	1058	229	51	982	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	314	717	17	393	305	131	148	1058	229	51	982	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.10	0.90	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4249	101	4350	3043	1307	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.09	0.10	0.10	0.05	0.24	0.16	0.02	0.23	0.00
Crit Volume:		245		131			74				327	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	184	869	235	138	220	76	335	1283	14	90	1071	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	869	235	138	220	76	335	1283	14	90	1071	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	184	869	235	138	220	76	335	1283	0	90	1071	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	869	235	138	220	76	335	1283	0	90	1071	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	184	869	235	138	220	76	335	1283	0	90	1071	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.16	0.05	0.05	0.05	0.12	0.29	0.00	0.03	0.25	0.00
Crit Volume:		290		69			168				357	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:		Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	172	57	51	33	44	6	108	1619	109	33	1216	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	57	51	33	44	6	108	1619	109	33	1216	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	172	57	51	33	44	6	108	1619	109	33	1216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	57	51	33	44	6	108	1619	109	33	1216	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	172	57	51	33	44	6	108	1619	109	33	1216	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4076	274	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.04	0.02	0.03	0.00	0.07	0.40	0.40	0.02	0.28	0.00
Crit Volume:	172				44				576	33		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:		Ovl			Ovl			Ovl			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 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	16	66	38	58	21	41	78	1642	51	45	1190	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	66	38	58	21	41	78	1642	51	45	1190	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	66	38	58	21	41	78	1642	51	45	1190	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	66	38	58	21	41	78	1642	51	45	1190	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	66	38	58	21	41	78	1642	51	45	1190	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.63	0.37	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	920	530	1450	491	959	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.07	0.04	0.04	0.04	0.05	0.38	0.04	0.03	0.27	0.06
Crit Volume:		104			62			547		45		
Crit Moves:		****			****			****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	300	577	105	76	223	182	391	1850	220	148	1178	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	577	105	76	223	182	391	1850	220	148	1178	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	577	105	76	223	182	391	1850	220	148	1178	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	577	105	76	223	182	391	1850	220	148	1178	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	577	105	76	223	182	391	1850	220	148	1178	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.77	0.23
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5462	338
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.07	0.03	0.05	0.13	0.13	0.43	0.15	0.05	0.22	0.22
Crit Volume:		289		38				617		74		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.438
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	1	25	2	1	8	30	1637	72	21	1319	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:	35	1	25	2	1	8	30	1637	72	21	1319	8
User Adj:	1.00	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:	35	1	25	2	1	8	30	1637	72	21	1319	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1	25	2	1	8	30	1637	72	21	1319	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1	25	2	1	8	30	1637	72	21	1319	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	56	1394	1450	161	1289	1450	4167	183	1450	4324	26
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.01	0.02	0.39	0.39	0.01	0.31	0.31
Crit Volume:	35				9			570		21		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120					Critical Vol./Cap. (X):					0.737					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	87					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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1				
Volume Module:																
Base Vol:	324	797	47	878	536	75	101	1154	80	56	1381	623				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	324	797	47	878	536	75	101	1154	80	56	1381	623				
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:	324	797	47	878	536	75	101	1154	80	56	1381	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	324	797	47	878	536	75	101	1154	80	56	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	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	324	797	47	878	536	75	101	1154	80	56	1381	0				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.11	0.18	0.03	0.20	0.12	0.05	0.03	0.27	0.06	0.02	0.32	0.00				
Crit Volume:		266		293			50				460					
Crit Moves:		****		****			****				****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120					Critical Vol./Cap. (X):					0.495					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	45					Level Of Service:					A					
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Ovl			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! 0	0	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0				
Volume Module:																
Base Vol:	5	3	11	207	6	36	36	1116	8	30	736	208				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	5	3	11	207	6	36	36	1116	8	30	736	208				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	5	3	11	207	6	36	36	1116	8	30	736	208				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	5	3	11	207	6	36	36	1116	8	30	736	208				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	3	11	207	6	36	36	1116	8	30	736	208				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.26	0.16	0.58	1.94	0.06	1.00	1.00	1.99	0.01	1.00	1.56	0.44				
Final Sat.:	382	229	839	2818	82	1450	1450	2879	21	1450	2261	639				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01	0.07	0.07	0.02	0.02	0.39	0.39	0.02	0.33	0.33				
Crit Volume:			19	106			562			30						
Crit Moves:			****	****				****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	15	7	29	307	7	188	172	1184	23	46	839	760
Growth Adj:	1.00	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	7	29	307	7	188	172	1184	23	46	839	760
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	7	0	307	7	188	172	1184	23	46	839	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	0	307	7	188	172	1184	23	46	839	760
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	0	307	7	188	172	1184	23	46	839	760
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.96	0.04	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2835	65	1450	1450	2845	55	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.11	0.11	0.13	0.12	0.42	0.42	0.03	0.29	0.52
Crit Volume:	15				0		172					760
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 0	0 1	1	0 1!	0 0	0	0 1	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	4	472	6	1	0	423	5	0	230	284
Growth Adj:	1.00	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	4	472	6	1	0	423	5	0	230	284
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:	0	0	4	472	6	1	0	423	5	0	230	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	472	6	1	0	423	5	0	230	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	472	6	1	0	423	5	0	230	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.97	0.02	0.01	0.00	1.98	0.02	0.00	1.00	1.00
Final Sat.:	0	0	1500	2956	38	6	0	2965	35	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.16	0.16	0.00	0.14	0.14	0.00	0.15	0.00
Crit Volume:				4	240		0				230	
Crit Moves:				****	****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.507
Loss Time (sec):	9	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:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	43	0	256	0	0	0	0	960	48	87	573	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:	43	0	256	0	0	0	0	960	48	87	573	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	256	0	0	0	0	960	48	87	573	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	256	0	0	0	0	960	48	87	573	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:	43	0	256	0	0	0	0	960	48	87	573	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2857	143	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.34	0.34	0.06	0.19	0.00
Crit Volume:			256	0					504	0		
Crit Moves:			****						****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.371
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	9	0	2	56	3	7	0	938	5	0	536	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:	9	0	2	56	3	7	0	938	5	0	536	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	56	3	7	0	938	5	0	536	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	56	3	7	0	938	5	0	536	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:	9	0	2	56	3	7	0	938	5	0	536	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.30	0.70	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	435	1015	0	2885	15	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.33	0.33	0.00	0.18	0.00
Crit Volume:			11	56					472	0		
Crit Moves:			****	****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.746
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	560	782	209	181	496	185	154	1276	220	232	1680	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	560	782	209	181	496	185	154	1276	220	232	1680	155
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:	560	782	209	181	496	185	154	1276	220	232	1680	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	560	782	209	181	496	185	154	1276	220	232	1680	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	560	782	209	181	496	185	154	1276	220	232	1680	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.14	0.06	0.11	0.13	0.05	0.29	0.15	0.08	0.39	0.00
Crit Volume:	280				165			77			560	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.473
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	130	1123	57	185	898	14	25	111	127	71	94	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:	130	1123	57	185	898	14	25	111	127	71	94	69
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	130	1123	0	185	898	0	25	111	0	71	94	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	1123	0	185	898	0	25	111	0	71	94	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	130	1123	0	185	898	0	25	111	0	71	94	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.13	0.21	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		374			185			55			71	
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.575
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	142	248	109	83	275	352	37	1985	473	66	1447	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	248	109	83	275	352	37	1985	473	66	1447	129
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	142	248	0	83	275	0	37	1985	0	66	1447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	248	0	83	275	0	37	1985	0	66	1447	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	142	248	0	83	275	0	37	1985	0	66	1447	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.03	0.06	0.00	0.01	0.46	0.00	0.02	0.25	0.00
Crit Volume:	47			92			662			33		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.541
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1103	88	199	1234	87	268	205	122	63	167	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1103	88	199	1234	87	268	205	122	63	167	77
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1103	0	199	1234	0	268	205	0	63	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1103	0	199	1234	0	268	205	0	63	167	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1103	0	199	1234	0	268	205	0	63	167	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.00	0.14	0.28	0.00	0.09	0.07	0.00	0.04	0.06	0.00
Crit Volume:	368			199			134			84		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.376
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	63	7	11	17	17	22	8	410	114	28	867	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	7	11	17	17	22	8	410	114	28	867	15
User Adj:	1.00	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:	63	7	11	17	17	22	8	410	114	28	867	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	7	11	17	17	22	8	410	114	28	867	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	63	7	11	17	17	22	8	410	114	28	867	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1305	145	1450	725	725	1450	1450	2269	631	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.18	0.18	0.02	0.30	0.01
Crit Volume:		70			34			8			434	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.370
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	48	728	9	6	822	7	18	5	53	15	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	728	9	6	822	7	18	5	53	15	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	728	9	6	822	7	18	5	53	15	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	728	9	6	822	7	18	5	53	15	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	728	9	6	822	7	18	5	53	15	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2865	35	1450	2876	24	1450	125	1325	1359	91	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.00	0.29	0.29	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48					415		58			16	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap. (X):	0.439
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	69	183	22	69	278	82	55	124	36	45	242	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	183	22	69	278	82	55	124	36	45	242	110
User Adj:	1.00	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:	69	183	22	69	278	82	55	124	36	45	242	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	183	22	69	278	82	55	124	36	45	242	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	183	22	69	278	82	55	124	36	45	242	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.05	0.19	0.06	0.04	0.04	0.02	0.03	0.08	0.08
Crit Volume:		183			278		55				121	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.274
Loss Time (sec):	0	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			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	2	0	1	1	1	0	0	1	0
Volume Module:												
Base Vol:	91	636	9	11	321	87	46	0	32	9	1	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	636	9	11	321	87	46	0	32	9	1	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	636	9	11	321	87	46	0	32	9	1	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	636	9	11	321	87	46	0	32	9	1	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	636	9	11	321	87	46	0	32	9	1	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	39	1411
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.01	0.01	0.11	0.06	0.02	0.00	0.02	0.01	0.03	0.03
Crit Volume:		318		11					32			37
Crit Moves:		****		****					****			****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.396
Loss Time (sec): 9 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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	23	166	71	44	173	138	87	77	11	38	209	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	166	71	44	173	138	87	77	11	38	209	52
User Adj:	1.00	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:	23	166	71	44	173	138	87	77	11	38	209	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	166	71	44	173	138	87	77	11	38	209	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	166	71	44	173	138	87	77	11	38	209	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	294	1156	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.03	0.01	0.03	0.07	0.04
Crit Volume:		166			217			87			104	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	54	195	1	30	280	70	80	62	33	4	201	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	195	1	30	280	70	80	62	33	4	201	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	195	1	30	280	70	80	62	33	4	201	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	195	1	30	280	70	80	62	33	4	201	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	195	1	30	280	70	80	62	33	4	201	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	314	1136	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.02	0.02	0.00	0.07	0.00
Crit Volume:		249			310			80			101	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120					Critical Vol./Cap. (X):					0.574					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	53					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:		Ovl				Include				Ovl				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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:																
Base Vol:	44	260	36		4	285	20		40	46	40		47	446	20	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	260	36		4	285	20		40	46	40		47	446	20	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	260	36		4	285	20		40	46	40		47	446	20	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	260	36		4	285	20		40	46	40		47	446	20	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	44	260	36		4	285	20		40	46	40		47	446	20	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.01	0.93	0.06		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		19	1337	94		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.18	0.02		0.21	0.21	0.21		0.03	0.02	0.03		0.03	0.15	0.01	
Crit Volume:		260					309		40					223		
Crit Moves:		****					****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120					Critical Vol./Cap. (X):					0.630					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	62					Level Of Service:					B					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ignore				Ovl				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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:																
Base Vol:	51	1115	46		64	1226	112		226	60	16		27	24	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:	51	1115	46		64	1226	112		226	60	16		27	24	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	51	1115	46		64	1226	0		226	60	16		27	24	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	51	1115	46		64	1226	0		226	60	16		27	24	32	
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:	51	1115	46		64	1226	0		226	60	16		27	24	32	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.38	0.03		0.04	0.42	0.00		0.16	0.04	0.01		0.02	0.02	0.02	
Crit Volume:	51					613			226					24		
Crit Moves:	****					****			****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100				Critical Vol./Cap. (X):				0.464						
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	43				Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	45	858	122		26	766	9		141	15	100		114	7	103	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	858	122		26	766	9		141	15	100		114	7	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:	45	858	122		26	766	9		141	15	100		114	7	103	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	858	122		26	766	9		141	15	100		114	7	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		1.00	1.00	1.00	
FinalVolume:	45	858	122		26	766	9		141	15	100		114	7	103	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.30	0.08		0.02	0.26	0.01		0.10	0.01	0.07		0.08	0.00	0.07	
Crit Volume:		429				0			141						103	
Crit Moves:		****				****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100				Critical Vol./Cap. (X):				0.570						
Loss Time (sec):	9				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	43				Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	67	1227	0		0	1333	69		121	0	37		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:	67	1227	0		0	1333	69		121	0	37		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	67	1227	0		0	1333	69		121	0	37		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	1227	0		0	1333	69		121	0	37		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:	67	1227	0		0	1333	69		121	0	37		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1500	3000	0		0	3000	1500		1500	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.41	0.00		0.00	0.44	0.05		0.08	0.00	0.02		0.00	0.00	0.00	
Crit Volume:	67					667			121					0		
Crit Moves:	****					****			****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.964
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	424	1507	57	61	956	149	181	479	982	64	318	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	1507	57	61	956	149	181	479	982	64	318	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	424	1507	57	61	956	149	181	479	982	64	318	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	1507	57	61	956	149	181	479	982	64	318	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	424	1507	57	61	956	149	181	479	982	64	318	78
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.04	0.04	0.16	0.10	0.06	0.17	0.68	0.04	0.07	0.05
Crit Volume:		502		61					982	64		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec): 120 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	11	1788	411	36	357	8	40	9	18	47	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1788	411	36	357	8	40	9	18	47	1	4
User Adj:	1.00	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:	11	1788	411	36	357	8	40	9	18	47	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1788	411	36	357	8	40	9	18	47	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	1788	411	36	357	8	40	9	18	47	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.44	0.56	1.00	2.93	0.07	0.82	0.18	1.00	1.96	0.04	1.00
Final Sat.:	1450	3537	813	1450	4255	95	1184	266	1450	2840	60	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.51	0.02	0.08	0.08	0.03	0.03	0.01	0.02	0.02	0.00
Crit Volume:		733		36				49		24		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.519
Loss Time (sec):	9	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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	301	1049	149	87	1054	366	83	4	54	56	4	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1049	149	87	1054	366	83	4	54	56	4	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	301	1049	149	87	1054	366	83	4	0	56	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1049	149	87	1054	366	83	4	0	56	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	301	1049	149	87	1054	366	83	4	0	56	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2767	133	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.10	0.06	0.24	0.25	0.03	0.03	0.00	0.04	0.00	0.00
Crit Volume:	301			351			44			56		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1844	23	0	2033	0	0	0	0	106	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	1844	23	0	2033	0	0	0	0	106	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1844	23	0	2033	0	0	0	0	106	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1844	23	0	2033	0	0	0	0	106	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1844	23	0	2033	0	0	0	0	106	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.02	0.00	0.45	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Volume:	0			678			0			106		
Crit Moves:	****			****						****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.796
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	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:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	159	892	628	556	526	95	2	78	11	362	344	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	892	628	556	526	95	2	78	11	362	344	646
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	159	892	628	556	526	0	2	78	0	362	344	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	892	628	556	526	0	2	78	0	362	344	646
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	159	892	628	556	526	0	2	78	0	362	344	646
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.43	0.19	0.18	0.00	0.00	0.03	0.00	0.08	0.24	0.45
Crit Volume:			628	0			1					646
Crit Moves:			****	****			****					****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.732
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	1	1825	131	172	643	35	2	2	4	18	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1825	131	172	643	35	2	2	4	18	2	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:	1	1825	131	172	643	35	2	2	4	18	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1825	131	172	643	35	2	2	4	18	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1825	131	172	643	35	2	2	4	18	2	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.85	0.15	1.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1500	3000	1500	1500	4268	232	1500	1500	1500	2700	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.09	0.11	0.15	0.15	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		912		172					4	10		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	91	1533	194	200	851	106	388	854	138	185	192	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1533	194	200	851	106	388	854	138	185	192	143
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1533	0	200	851	0	388	854	138	185	192	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1533	0	200	851	0	388	854	138	185	192	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1533	0	200	851	0	388	854	138	185	192	143
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.00	0.07	0.20	0.00	0.13	0.29	0.10	0.06	0.04	0.10
Crit Volume:		511		100				427		93		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.573
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	76	1829	32	7	983	38	89	13	199	72	8	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	1829	32	7	983	38	89	13	199	72	8	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1829	32	7	983	38	89	13	199	72	8	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1829	32	7	983	38	89	13	199	72	8	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	1829	32	7	983	38	89	13	199	72	8	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.89	0.11	0.87	0.13	1.00	0.90	0.10	1.00
Final Sat.:	1450	4275	75	1450	4188	162	1265	185	1450	1305	145	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.43	0.43	0.00	0.23	0.23	0.07	0.07	0.14	0.06	0.06	0.01
Crit Volume:		620		7					199		80	
Crit Moves:		****		****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.862
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	201	1477	535	86	317	98	674	1640	165	503	710	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1477	535	86	317	98	674	1640	165	503	710	157
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	201	1477	0	86	317	0	674	1640	0	503	710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1477	0	86	317	0	674	1640	0	503	710	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	201	1477	0	86	317	0	674	1640	0	503	710	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.00	0.03	0.05	0.00	0.23	0.38	0.00	0.12	0.16	0.00
Crit Volume:		492			43			547			168	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	19	1777	20	9	1206	10	46	2	46	36	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1777	20	9	1206	10	46	2	46	36	3	7
User Adj:	1.00	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:	19	1777	20	9	1206	10	46	2	46	36	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1777	20	9	1206	10	46	2	46	36	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	1777	20	9	1206	10	46	2	46	36	3	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.49	0.02	0.49	0.78	0.07	0.15
Final Sat.:	1450	4302	48	1450	4314	36	710	31	710	1135	95	221
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.01	0.28	0.28	0.06	0.06	0.06	0.03	0.03	0.03
Crit Volume:			599		9			94				46
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.644
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	113	1933	93	132	1779	42	123	276	197	167	45	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:	113	1933	93	132	1779	42	123	276	197	167	45	38
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	1933	0	132	1779	42	123	276	197	167	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1933	0	132	1779	42	123	276	197	167	45	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	1933	0	132	1779	42	123	276	197	167	45	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4250	100	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.00	0.05	0.42	0.42	0.08	0.10	0.14	0.06	0.02	0.00
Crit Volume:		644		66					197	84		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.436
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	18	1492	49	181	1808	38	5	1	11	55	4	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1492	49	181	1808	38	5	1	11	55	4	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	18	1492	0	181	1808	38	5	1	0	55	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1492	0	181	1808	38	5	1	0	55	4	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	18	1492	0	181	1808	38	5	1	0	55	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.00	0.06	0.42	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	9				603		2			18		
Crit Moves:	****				****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.652
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	33	1612	3	11	1600	16	109	0	96	3	0	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:	33	1612	3	11	1600	16	109	0	96	3	0	8
User Adj:	1.00	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:	33	1612	3	11	1600	16	109	0	96	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1612	3	11	1600	16	109	0	96	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	1612	3	11	1600	16	109	0	96	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2895	5	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.01	0.55	0.01	0.08	0.00	0.07	0.00	0.00	0.01
Crit Volume:	33			800			109			3		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.793
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	870	673	47	1018	638	172	281	1084	591	47	1444	551
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	870	673	47	1018	638	172	281	1084	591	47	1444	551
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	870	673	0	1018	638	0	281	1084	0	47	1444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	870	673	0	1018	638	0	281	1084	0	47	1444	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	870	673	0	1018	638	0	281	1084	0	47	1444	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.30	0.15	0.00	0.23	0.15	0.00	0.10	0.19	0.00	0.02	0.25	0.00
Crit Volume:	435			213			141			361		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.638
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0	1 1	0	1	0 2	0 1	2	0 0	1 0	1	0 1
Volume Module:												
Base Vol:	27	1226	7	11	1210	439	381	17	279	2	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1226	7	11	1210	439	381	17	279	2	2	4
User Adj:	1.00	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:	27	1226	7	11	1210	439	381	17	279	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1226	7	11	1210	439	381	17	279	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	27	1226	7	11	1210	439	381	17	279	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.06	0.94	1.00	1.00	1.00
Final Sat.:	2900	2884	16	1450	2900	1450	2900	83	1367	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.01	0.42	0.30	0.13	0.20	0.20	0.00	0.00	0.00
Crit Volume:		617		11					296		2	
Crit Moves:		****		****					****		****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.452
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0 1	0 0 1
Volume Module:												
Base Vol:	33	850	2	37	497	96	259	17	31	25	14	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	850	2	37	497	96	259	17	31	25	14	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	850	2	37	497	96	259	17	31	25	14	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	850	2	37	497	96	259	17	31	25	14	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	850	2	37	497	96	259	17	31	25	14	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.68	0.32	1.69	0.11	0.20	0.64	0.36	1.00
Final Sat.:	1450	2893	7	1450	2431	469	2447	161	293	929	521	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.03	0.20	0.20	0.11	0.11	0.11	0.03	0.03	0.02
Crit Volume:			426	37			154			39		
Crit Moves:			****	****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	727	413	720	649	0	0	0	0	204	0	631
Growth Adj:	1.00	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	727	413	720	649	0	0	0	0	204	0	631
User Adj:	1.00	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	727	413	720	649	0	0	0	0	204	0	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	413	720	649	0	0	0	0	204	0	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	727	413	720	649	0	0	0	0	204	0	631
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.28	0.24	0.22	0.00	0.00	0.00	0.00	0.07	0.00	0.42
Crit Volume:			413	0			0					631
Crit Moves:			****	****								****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.345
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	24	891	18	11	599	9	21	3	9	28	2	7
Growth Adj:	1.00	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	891	18	11	599	9	21	3	9	28	2	7
User Adj:	1.00	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	891	18	11	599	9	21	3	9	28	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	891	18	11	599	9	21	3	9	28	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	891	18	11	599	9	21	3	9	28	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2941	59	1500	2956	44	1313	188	1500	1400	100	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.01	0.20	0.20	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:			455	11				24		28		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	7	59	13	347	17	39	58	1078	3	1	247	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:	7	59	13	347	17	39	58	1078	3	1	247	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	59	13	347	17	39	58	1078	3	1	247	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	59	13	347	17	39	58	1078	3	1	247	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	59	13	347	17	39	58	1078	3	1	247	154
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.89	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	159	1341	1500	1430	70	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.24	0.24	0.03	0.04	0.36	0.00	0.00	0.08	0.10
Crit Volume:		66		347				539		1		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	73	0	119	0	0	0	0	1256	146	100	207	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:	73	0	119	0	0	0	0	1256	146	100	207	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	0	119	0	0	0	0	1256	146	100	207	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	119	0	0	0	0	1256	146	100	207	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:	73	0	119	0	0	0	0	1256	146	100	207	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.42	0.10	0.07	0.07	0.00
Crit Volume:	73			0				628		100		
Crit Moves:	****							****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	43	0	418	981	1470	0	0	996	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:	0	0	0	43	0	418	981	1470	0	0	996	44
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	0	418	981	1470	0	0	996	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	0	418	981	1470	0	0	996	44
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	0	418	981	1470	0	0	996	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.14	0.33	0.49	0.00	0.00	0.33	0.03
Crit Volume:			0			43			491			498
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	79	200	257	128	208	141	186	852	64	34	196	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	200	257	128	208	141	186	852	64	34	196	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	200	257	128	208	141	186	852	64	34	196	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	200	257	128	208	141	186	852	64	34	196	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	200	257	128	208	141	186	852	64	34	196	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.44	0.56	1.00	0.60	0.40	1.00	1.86	0.14	1.00	1.43	0.57
Final Sat.:	1450	635	815	1450	864	586	1450	2697	203	1450	2067	833
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.32	0.09	0.24	0.24	0.13	0.32	0.32	0.02	0.09	0.09
Crit Volume:			457			128			458			34
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.668
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	92	92	115	49	22	46	1376	12	74	345	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:	11	92	92	115	49	22	46	1376	12	74	345	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:	11	92	92	115	49	22	46	1376	12	74	345	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	92	92	115	49	22	46	1376	12	74	345	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	92	92	115	49	22	46	1376	12	74	345	53
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.02	0.03	0.47	0.01	0.05	0.12	0.04
Crit Volume:		92		115				688		74		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.579
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	46	14	139	58	12	7	3	1243	19	71	246	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	14	139	58	12	7	3	1243	19	71	246	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	14	139	58	12	7	3	1243	19	71	246	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	14	139	58	12	7	3	1243	19	71	246	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	14	139	58	12	7	3	1243	19	71	246	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.83	0.17	1.00	1.00	1.97	0.03	1.00	1.95	0.05
Final Sat.:	1112	338	1450	1201	249	1450	1450	2856	44	1450	2831	69
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.05	0.05	0.00	0.00	0.44	0.44	0.05	0.09	0.09
Crit Volume:			139		70			631		0		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	72	0	14	13	1319	0	0	265	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	14	13	1319	0	0	265	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	14	13	1319	0	0	265	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	14	13	1319	0	0	265	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	14	13	1319	0	0	265	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	1.00	2.00	0.00	0.00	1.82	0.18
Final Sat.:	0	0	0	1256	0	244	1500	3000	0	0	2723	277
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.44	0.00	0.00	0.10	0.10
Crit Volume:	0					86		660		0		
Crit Moves:						****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	170	866	0	1	501	140	608	2	861	7	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	866	0	1	501	140	608	2	861	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	170	866	0	1	501	140	608	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	866	0	1	501	140	608	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	170	866	0	1	501	140	608	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2890	10	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.00	0.00	0.17	0.10	0.21	0.21	0.00	0.00	0.00	0.00
Crit Volume:		433			1		305			7		
Crit Moves:		****			****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.571
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	28	262	128	179	135	123	970	789	37	41	244	146
Growth Adj:	1.00	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	262	128	179	135	123	970	789	37	41	244	146
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	28	262	0	179	135	0	970	789	0	41	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	262	0	179	135	0	970	789	0	41	244	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	28	262	0	179	135	0	970	789	0	41	244	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.06	0.05	0.00	0.33	0.27	0.00	0.01	0.08	0.00
Crit Volume:		131			89			485			122	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.520
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	460	336	109	87	490	86	202	579	312	70	317	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	336	109	87	490	86	202	579	312	70	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:	460	336	109	87	490	86	202	579	312	70	317	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	336	109	87	490	86	202	579	312	70	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:	460	336	109	87	490	86	202	579	312	70	317	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.08	0.03	0.11	0.06	0.14	0.20	0.22	0.05	0.11	0.05
Crit Volume:	230				163			202			159	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.428
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	2 0	1	1	0	2	1 0		1	0 2	0 1
Volume Module:												
Base Vol:	337	564	65	19	246	81	43	312	269	19	150	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	564	65	19	246	81	43	312	269	19	150	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	337	564	0	19	246	81	43	312	0	19	150	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	564	0	19	246	81	43	312	0	19	150	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	337	564	0	19	246	81	43	312	0	19	150	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3272	1078	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.19	0.00	0.01	0.08	0.08	0.03	0.11	0.00	0.01	0.05	0.00
Crit Volume:	337			109			156			19		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.248
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 0	1	0	0	0	0 0		0	0 2	0 1
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	595	49	41	518	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	595	49	41	518	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	595	49	41	518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	595	49	41	518	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:	34	0	14	0	0	0	0	595	49	41	518	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.20	0.03	0.03	0.17	0.00
Crit Volume:	34			0			298			41		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				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	2	1 0	1	0	3	0 1	1	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	30	315	178		220	502	82		84	6	16		76	8	187	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	30	315	178		220	502	82		84	6	16		76	8	187	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	30	315	178		220	502	82		84	6	16		76	8	187	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	30	315	178		220	502	82		84	6	16		76	8	187	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	30	315	178		220	502	82		84	6	16		76	8	187	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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		1.87	0.13	1.00		0.90	0.10	1.00	
Final Sat.:	1450	2900	1450		1450	4350	1450		2707	193	1450		1312	138	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.11	0.12		0.15	0.12	0.06		0.03	0.03	0.01		0.06	0.06	0.13	
Crit Volume:			178		220					45				84		
Crit Moves:			****		****					****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	3	0 1	1	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	490	6		305	583	0		0	0	0		58	0	177	
Growth Adj:	1.00	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	490	6		305	583	0		0	0	0		58	0	177	
User Adj:	1.00	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	490	6		305	583	0		0	0	0		58	0	177	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	490	6		305	583	0		0	0	0		58	0	177	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	490	6		305	583	0		0	0	0		58	0	177	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		3000	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.00		0.20	0.13	0.00		0.00	0.00	0.00		0.02	0.00	0.12	
Crit Volume:		163			305					0					177	
Crit Moves:		****			****										****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.476
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	37	713	86	236	543	18	15	2	17	35	2	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	713	86	236	543	18	15	2	17	35	2	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	713	86	236	543	18	15	2	17	35	2	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	713	86	236	543	18	15	2	17	35	2	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	713	86	236	543	18	15	2	17	35	2	174
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	3.00	1.00	0.88	0.12	1.00	0.95	0.05	1.00
Final Sat.:	1450	2588	312	1450	4350	1450	1279	171	1450	1372	78	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.28	0.16	0.12	0.01	0.01	0.01	0.01	0.03	0.03	0.12
Crit Volume:		400		236				17			37	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.133
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	23	1	22	13	2	6	1	151	23	23	246	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	22	13	2	6	1	151	23	23	246	4
User Adj:	1.00	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:	23	1	22	13	2	6	1	151	23	23	246	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	22	13	2	6	1	151	23	23	246	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1	22	13	2	6	1	151	23	23	246	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.02	0.48	0.62	0.09	0.29	1.00	1.74	0.26	1.00	1.97	0.03
Final Sat.:	725	32	693	898	138	414	1450	2517	383	1450	2854	46
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.09	0.09
Crit Volume:				46			21	1			125	
Crit Moves:				****			****	****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.298
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	6	0	12	67	0	36	178	679	10	8	229	130
Growth Adj:	1.00	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	0	12	67	0	36	178	679	10	8	229	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	67	0	36	178	679	10	8	229	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	67	0	36	178	679	10	8	229	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	0	12	67	0	36	178	679	10	8	229	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.28	0.72
Final Sat.:	1450	0	1450	1450	0	1450	1450	2858	42	1450	1850	1050
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.02	0.12	0.24	0.24	0.01	0.12	0.12
Crit Volume:			12	67				345		8		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.554
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	463	774	363	47	1020	149	46	174	161	290	244	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	774	363	47	1020	149	46	174	161	290	244	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	463	774	363	47	1020	149	46	174	161	290	244	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	774	363	47	1020	149	46	174	161	290	244	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	463	774	363	47	1020	149	46	174	161	290	244	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.25	0.02	0.23	0.10	0.02	0.06	0.11	0.10	0.08	0.02
Crit Volume:	232				340			87		145		
Crit Moves:	****				****			****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	3	0	1 0 1
Volume Module:												
Base Vol:	313	1173	1101	12	1181	29	60	616	303	782	290	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	313	1173	1101	12	1181	29	60	616	303	782	290	29
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	313	1173	0	12	1181	0	60	616	0	782	290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	313	1173	0	12	1181	0	60	616	0	782	290	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	313	1173	0	12	1181	0	60	616	0	782	290	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.00	0.00	0.27	0.00	0.02	0.21	0.00	0.18	0.20	0.00
Crit Volume:	157				394			308		261		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	106	21	56	128	6	9	19	2410	15	63	1381	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:	106	21	56	128	6	9	19	2410	15	63	1381	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	106	21	0	128	6	0	19	2410	0	63	1381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	21	0	128	6	0	19	2410	0	63	1381	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	106	21	0	128	6	0	19	2410	0	63	1381	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.09	0.00	0.00	0.01	0.55	0.00	0.04	0.32	0.00
Crit Volume:		21			128			803		63		
Crit Moves:		****			****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120				Critical Vol./Cap. (X):				0.337							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	34				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				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	3	0 1	1	0	3	0 1	1	0	1	1 0	2	0	0	1 0
Volume Module:																
Base Vol:	5	614	141		53	967	8		14	18	46		231	12	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:	5	614	141		53	967	8		14	18	46		231	12	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	614	141		53	967	8		14	18	46		231	12	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	614	141		53	967	8		14	18	46		231	12	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	5	614	141		53	967	8		14	18	46		231	12	41	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		2.00	0.23	0.77	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		2900	328	1122	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.14	0.10		0.04	0.22	0.01		0.01	0.01	0.03		0.08	0.04	0.04	
Crit Volume:	5					322					46		116			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100				Critical Vol./Cap. (X):				0.398							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	38				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	13	162	348		79	152	21		50	301	9		152	199	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	13	162	348		79	152	21		50	301	9		152	199	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	13	162	348		79	152	21		50	301	9		152	199	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	13	162	348		79	152	21		50	301	9		152	199	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	13	162	348		79	152	21		50	301	9		152	199	62	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.11	0.24		0.05	0.10	0.01		0.03	0.10	0.01		0.10	0.07	0.04	
Crit Volume:			348		79					151			0			
Crit Moves:			****		****					****			****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	53	0	59	53	1762	0	0	1017	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	59	53	1762	0	0	1017	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	59	53	1762	0	0	1017	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	59	53	1762	0	0	1017	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	59	53	1762	0	0	1017	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.04	0.59	0.00	0.00	0.34	0.02
Crit Volume:				0	53			881		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.318
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	30	52	17	8	12	26	737	4	45	433	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	30	52	17	8	12	26	737	4	45	433	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	30	52	17	8	12	26	737	4	45	433	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	30	52	17	8	12	26	737	4	45	433	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	30	52	17	8	12	26	737	4	45	433	49
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.04	0.01	0.01	0.01	0.02	0.25	0.00	0.03	0.15	0.03
Crit Volume:				30			17			368		45
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	28	0	7	10	1764	0	0	1035	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	7	10	1764	0	0	1035	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	7	10	1764	0	0	1035	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	7	10	1764	0	0	1035	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	0	7	10	1764	0	0	1035	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.80	0.00	0.20	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1200	0	300	1500	3000	0	0	2986	14
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.59	0.00	0.00	0.35	0.35
Crit Volume:			0	28				882		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.026
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	437	1032	481	184	750	58	34	1482	904	770	804	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	1032	481	184	750	58	34	1482	904	770	804	187
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	437	1032	0	184	750	0	34	1482	0	770	804	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1032	0	184	750	0	34	1482	0	770	804	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	437	1032	0	184	750	0	34	1482	0	770	804	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.36	0.00	0.06	0.17	0.00	0.01	0.34	0.00	0.27	0.18	0.00
Crit Volume:		516		92				494		385		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	125	0	21	2	1643	0	0	999	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:	0	0	0	125	0	21	2	1643	0	0	999	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	0	0	125	0	21	2	1643	0	0	999	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	125	0	21	2	1643	0	0	999	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	125	0	21	2	1643	0	0	999	53
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.00	0.55	0.00	0.00	0.33	0.04
Crit Volume:		0		125				822		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.518
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	147	1787	99	170	1779	109	166	7	109	32	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	1787	99	170	1779	109	166	7	109	32	2	19
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	147	1787	0	170	1779	0	166	7	0	32	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	1787	0	170	1779	0	166	7	0	32	2	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	147	1787	0	170	1779	0	166	7	0	32	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.06	0.41	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Crit Volume:	74				593		83				2	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.851
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	126	1068	421	99	403	262	265	1721	64	154	965	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	1068	421	99	403	262	265	1721	64	154	965	131
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	126	1068	0	99	403	262	265	1721	64	154	965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	1068	0	99	403	262	265	1721	64	154	965	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	126	1068	0	99	403	262	265	1721	64	154	965	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.00	0.03	0.09	0.18	0.09	0.40	0.04	0.05	0.17	0.00
Crit Volume:		534		50				574		77		
Crit Moves:		****		****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	149	0	141	0	0	0	0	2412	11	74	946	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	0	141	0	0	0	0	2412	11	74	946	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	0	141	0	0	0	0	2412	11	74	946	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	0	141	0	0	0	0	2412	11	74	946	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:	149	0	141	0	0	0	0	2412	11	74	946	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4480	20	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.09	0.00	0.00	0.00	0.00	0.54	0.54	0.05	0.21	0.00
Crit Volume:	149				0			808		74		
Crit Moves:	****							****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.630
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	147	583	652	175	566	135	171	1550	214	36	792	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	583	652	175	566	135	171	1550	214	36	792	261
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	147	583	0	175	566	0	171	1550	0	36	792	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	583	0	175	566	0	171	1550	0	36	792	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	147	583	0	175	566	0	171	1550	0	36	792	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.00	0.06	0.20	0.00	0.06	0.36	0.00	0.01	0.18	0.00
Crit Volume:		292			88			517			18	
Crit Moves:		****			****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.543
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	1	1399	20	63	252	5	7	2	3	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1399	20	63	252	5	7	2	3	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1399	20	63	252	5	7	2	3	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1399	20	63	252	5	7	2	3	6	0	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:	1	1399	20	63	252	5	7	2	3	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.78	0.22	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2844	56	1128	322	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.09	0.09	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:			710	63				9		6		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.518
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	1287	3	26	242	0	0	0	0	78	17	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1287	3	26	242	0	0	0	0	78	17	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1287	3	26	242	0	0	0	0	78	17	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1287	3	26	242	0	0	0	0	78	17	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1287	3	26	242	0	0	0	0	78	17	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	0	2993	7	1500	3000	0	0	0	0	1031	469	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.08	0.00	0.00	0.00	0.00	0.08	0.04	0.09
Crit Volume:			645	0			0					132
Crit Moves:			****	****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.583
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	11	1296	92	54	248	3	6	26	34	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1296	92	54	248	3	6	26	34	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1296	92	54	248	0	6	26	34	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1296	92	54	248	0	6	26	34	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	11	1296	92	54	248	0	6	26	34	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2708	192	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.04	0.09	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:			694	54				32			65	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 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	0	0 0	1	0	0	0 1	1	0	2	0 0	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		34	0	3		21	147	0		0	167	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:	0	0	0		34	0	3		21	147	0		0	167	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	0	0		34	0	3		21	147	0		0	167	53	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		34	0	3		21	147	0		0	167	53	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		34	0	3		21	147	0		0	167	53	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.02	0.00	0.00		0.01	0.05	0.00		0.00	0.06	0.04	
Crit Volume:			0				34				21				84	
Crit Moves:					****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
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	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	115	0	126		0	0	0		0	1879	87		73	1801	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:	115	0	126		0	0	0		0	1879	87		73	1801	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	115	0	126		0	0	0		0	1879	87		73	1801	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	0	126		0	0	0		0	1879	87		73	1801	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:	115	0	126		0	0	0		0	1879	87		73	1801	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4500	1500		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.08		0.00	0.00	0.00		0.00	0.42	0.06		0.05	0.40	0.00	
Crit Volume:			126				0				626				73	
Crit Moves:			****								****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	3	9	4	77	2	67	108	1941	23	51	1793	426
Growth Adj:	1.00	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	9	4	77	2	67	108	1941	23	51	1793	426
User Adj:	1.00	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:	3	9	4	77	2	67	108	1941	23	51	1793	426
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	4	77	2	67	108	1941	23	51	1793	426
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	4	77	2	67	108	1941	23	51	1793	426
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2827	73	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.03	0.03	0.05	0.07	0.45	0.02	0.04	0.41	0.29
Crit Volume:		9			40			647		51		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.879
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	0	0
Volume Module:												
Base Vol:	7	10	19	412	4	249	238	1758	8	5	1598	923
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	10	19	412	4	249	238	1758	8	5	1598	923
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	10	19	412	4	249	238	1758	8	5	1598	923
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	10	19	412	4	249	238	1758	8	5	1598	923
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	10	19	412	4	249	238	1758	8	5	1598	923
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	2.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	618	882	1500	4457	43	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.17	0.16	0.39	0.01	0.00	0.36	0.62
Crit Volume:			19	139			238					923
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	363	119	116	8	96	42	304	2179	367	304	1845	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:	363	119	116	8	96	42	304	2179	367	304	1845	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	363	119	0	8	96	42	304	2179	0	304	1845	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	119	0	8	96	42	304	2179	0	304	1845	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	363	119	0	8	96	42	304	2179	0	304	1845	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.26	0.74	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3276	1074	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.01	0.03	0.03	0.10	0.50	0.00	0.10	0.42	0.02
Crit Volume:	161				48			726		152		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.531
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ignore			Ignore			Ignore			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	1	0	0	1	1	1	0	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	195	78	252	8	21	2	13	1910	106	271	2264	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	78	252	8	21	2	13	1910	106	271	2264	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	195	78	0	8	21	0	13	1910	0	271	2264	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	78	0	8	21	0	13	1910	0	271	2264	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	195	78	0	8	21	0	13	1910	0	271	2264	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.43	0.57	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2071	829	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.01	0.01	0.00	0.00	0.33	0.00	0.09	0.39	0.00
Crit Volume:	137				21			478		136		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap. (X):	0.549
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	88	0	482	338	1873	2	0	1660	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	88	0	482	338	1873	2	0	1660	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	88	0	482	338	1873	2	0	1660	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	88	0	482	338	1873	2	0	1660	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	88	0	482	338	1873	2	0	1660	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.17	0.12	0.43	0.43	0.00	0.38	0.06
Crit Volume:	2					241	0				553	
Crit Moves:	****					****	****				****	

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City of Roseville
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2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec):	120	Critical Vol./Cap. (X):	0.877
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	266	178	329	568	132	118	196	1863	53	128	1872	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	178	329	568	132	118	196	1863	53	128	1872	180
User Adj:	1.00	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:	266	178	329	568	132	118	196	1863	53	128	1872	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	178	329	568	132	118	196	1863	53	128	1872	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	266	178	329	568	132	118	196	1863	53	128	1872	180
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.23	0.20	0.03	0.08	0.07	0.32	0.04	0.04	0.43	0.12
Crit Volume:			329	284			98				624	
Crit Moves:			****	****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.470
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	51	1	43	16	1	61	38	2042	7	10	2410	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:	51	1	43	16	1	61	38	2042	7	10	2410	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	51	1	0	16	1	0	38	2042	0	10	2410	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1	0	16	1	0	38	2042	0	10	2410	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	51	1	0	16	1	0	38	2042	0	10	2410	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1422	28	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.35	0.00	0.01	0.42	0.00
Crit Volume:		52			9			19			603	
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	1482	47	127	1739	0	0	0	0	183	0	276
Growth Adj:	1.00	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	1482	47	127	1739	0	0	0	0	183	0	276
User Adj:	1.00	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	1482	47	127	1739	0	0	0	0	183	0	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1482	47	127	1739	0	0	0	0	183	0	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1482	47	127	1739	0	0	0	0	183	0	276
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.08	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:		494			127			0			183	
Crit Moves:	****			****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	445	587	172	77	391	3	5	106	313	84	557	454
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	587	172	77	391	3	5	106	313	84	557	454
User Adj:	1.00	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:	445	587	172	77	391	3	5	106	313	84	557	454
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	587	172	77	391	3	5	106	313	84	557	454
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	445	587	172	77	391	3	5	106	313	84	557	454
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.20	0.12	0.03	0.09	0.00	0.00	0.04	0.22	0.06	0.19	0.31
Crit Volume:	223				130		5					454
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	199	1510	2	23	1743	68	30	11	148	10	19	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:	199	1510	2	23	1743	68	30	11	148	10	19	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	199	1510	2	23	1743	68	30	11	0	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1510	2	23	1743	68	30	11	0	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	199	1510	2	23	1743	68	30	11	0	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.46	0.54	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	2122	778	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.00	0.02	0.40	0.05	0.01	0.01	0.00	0.01	0.05	0.05
Crit Volume:	199				581			21				67
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 9 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:	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	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	110	0	71		0	0	0		0	843	19		26	1003	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:	110	0	71		0	0	0		0	843	19		26	1003	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	110	0	71		0	0	0		0	843	19		26	1003	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	0	71		0	0	0		0	843	19		26	1003	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:	110	0	71		0	0	0		0	843	19		26	1003	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.05		0.00	0.00	0.00		0.00	0.28	0.01		0.02	0.33	0.00	
Crit Volume:	110				0				0				502			
Crit Moves:	****								****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				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	3	0 1	2	0	2	1 0	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	93	1515		80	87	1372		258	134		75	155	10		3	61
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	93	1515		80	87	1372		258	134		75	155	10		3	61
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	93	1515		0	87	1372		258	134		75	155	10		3	61
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	93	1515		0	87	1372		258	134		75	155	10		3	61
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	93	1515		0	87	1372		258	134		75	155	10		3	61
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	2.00	2.53		0.47	1.00		1.00	1.00	1.00		2.00	1.00
Final Sat.:	1450	4350		1450	2900	3661		689	1450		1450	1450	1450		2900	1450
Capacity Analysis Module:																
Vol/Sat:	0.06	0.35		0.00	0.03	0.37		0.37	0.09		0.05	0.11	0.01		0.00	0.04
Crit Volume:	93					543						155	10			
Crit Moves:	****					****						****	****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	118	1408	0		0	1715	211		115	0	88		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:	118	1408	0		0	1715	211		115	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	118	1408	0		0	1715	211		115	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	118	1408	0		0	1715	211		115	0	88		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:	118	1408	0		0	1715	211		115	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500	0		0	4500	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.31	0.00		0.00	0.38	0.14		0.04	0.00	0.06		0.00	0.00	0.00	
Crit Volume:	59					572			57					0		
Crit Moves:	****					****			****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	543	1469	10		45	556	134		128	91	606		42	345	181	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	543	1469	10		45	556	134		128	91	606		42	345	181	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	543	1469	0		45	556	0		128	91	0		42	345	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	543	1469	0		45	556	0		128	91	0		42	345	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	543	1469	0		45	556	0		128	91	0		42	345	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.34	0.00		0.02	0.13	0.00		0.04	0.03	0.00		0.01	0.12	0.00	
Crit Volume:		490				23				64				173		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	60	1201		9	1	751		18	21		5	120	53		3	5
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	60	1201		9	1	751		18	21		5	120	53		3	5
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	60	1201		9	1	751		18	21		5	120	53		3	5
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	60	1201		9	1	751		18	21		5	120	53		3	5
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	60	1201		9	1	751		18	21		5	120	53		3	5
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	0.81	0.19		1.00	0.87	0.05		0.08
Final Sat.:	1450	2900		1450	1450	2900		1450	1171	279		1450	1260	71		119
Capacity Analysis Module:																
Vol/Sat:	0.04	0.41		0.01	0.00	0.26		0.01	0.02	0.02		0.08	0.04	0.04		0.04
Crit Volume:		601				1						120				61
Crit Moves:		****				****						****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	17	1003		9	6	503		6	46		2	31	21		2	95
Growth Adj:	1.00	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	1003		9	6	503		6	46		2	31	21		2	95
User Adj:	1.00	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:	17	1003		9	6	503		6	46		2	31	21		2	95
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	17	1003		9	6	503		6	46		2	31	21		2	95
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	17	1003		9	6	503		6	46		2	31	21		2	95
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	1.98		0.02	1.00	1.98		0.02	0.96	0.04		1.00	0.91	0.09		1.00
Final Sat.:	1450	2874		26	1450	2866		34	1390		60	1450	1324	126		1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.35		0.35	0.00	0.18		0.18	0.03	0.03		0.02	0.02	0.02		0.07
Crit Volume:				506		0				48						95
Crit Moves:				****	****					****						****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	2	815	46	161	499	36	95	551	2	113	837	267
Growth Adj:	1.00	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	815	46	161	499	36	95	551	2	113	837	267
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	815	0	161	499	0	95	551	0	113	837	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	815	0	161	499	0	95	551	0	113	837	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	815	0	161	499	0	95	551	0	113	837	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.06	0.17	0.00	0.03	0.19	0.00	0.04	0.29	0.00
Crit Volume:		408			81			48			418	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	78	42	6	14	3	49	240	391	24	2	727	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	42	6	14	3	49	240	391	24	2	727	10
User Adj:	1.00	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:	78	42	6	14	3	49	240	391	24	2	727	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	42	6	14	3	49	240	391	24	2	727	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	42	6	14	3	49	240	391	24	2	727	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.33	0.05	0.82	0.18	1.00	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	898	483	69	1194	256	1450	1450	2732	168	1450	2861	39
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.03	0.17	0.14	0.14	0.00	0.25	0.25
Crit Volume:		126			17			240				369
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	535	408	333	67	0	0	0	0	242	0	267
Growth Adj:	1.00	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	535	408	333	67	0	0	0	0	242	0	267
User Adj:	1.00	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	535	408	333	67	0	0	0	0	242	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	535	408	333	67	0	0	0	0	242	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	535	408	333	67	0	0	0	0	242	0	267
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.27	0.22	0.04	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Crit Volume:		535		333			0					267
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	7	0	23	52	0	175	65	227	11	18	291	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	23	52	0	175	65	227	11	18	291	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	23	52	0	175	65	227	11	18	291	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	23	52	0	175	65	227	11	18	291	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	23	52	0	175	65	227	11	18	291	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	0	1112	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			30			175	65				146	
Crit Moves:			****			****	****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec):	100	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	82	1244	15	4	797	50	92	16	144	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1244	15	4	797	50	92	16	144	3	1	1
User Adj:	1.00	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:	82	1244	15	4	797	50	92	16	144	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1244	15	4	797	50	92	16	144	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	1244	15	4	797	50	92	16	144	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1278	222	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.01	0.00	0.27	0.03	0.07	0.07	0.10	0.00	0.00	0.00
Crit Volume:		622		4					144	3		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap. (X):	0.500
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	177	1149	2	1	676	55	135	1	173	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	1149	2	1	676	55	135	1	173	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	1149	2	1	676	55	135	1	173	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	1149	2	1	676	55	135	1	173	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	1149	2	1	676	55	135	1	173	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	9	1491	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.00	0.00	0.23	0.04	0.05	0.12	0.12	0.00	0.00	0.00
Crit Volume:		575		1				174		1		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	482	1259	46	245	592	52	113	290	21	12	571	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1259	46	245	592	52	113	290	21	12	571	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	482	1259	0	245	592	0	113	290	0	12	571	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1259	0	245	592	0	113	290	0	12	571	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	482	1259	0	245	592	0	113	290	0	12	571	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.29	0.00	0.08	0.14	0.00	0.08	0.10	0.00	0.00	0.20	0.00
Crit Volume:		420			123			113			286	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	158	1245	111	49	806	24	95	7	120	30	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1245	111	49	806	24	95	7	120	30	3	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1245	111	49	806	24	95	7	120	30	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1245	111	49	806	24	95	7	120	30	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1245	111	49	806	24	95	7	120	30	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.75	0.25	1.00	2.91	0.09	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	3994	356	1450	4224	126	2701	199	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.19	0.19	0.04	0.04	0.08	0.02	0.02	0.01
Crit Volume:			452	49					120		33	
Crit Moves:			****	****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	118	1641	30	17	1040	109	295	58	193	72	60	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1641	30	17	1040	109	295	58	193	72	60	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1641	30	17	1040	109	295	58	193	72	60	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1641	30	17	1040	109	295	58	193	72	60	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	1641	30	17	1040	109	295	58	193	72	60	40
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.67	0.33	1.00	0.84	0.70	0.46
Final Sat.:	2900	4350	1450	1450	4350	1450	2424	476	1450	1214	1012	674
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.01	0.24	0.08	0.12	0.12	0.13	0.06	0.06	0.06
Crit Volume:		547		17				177			86	
Crit Moves:		****		****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.629
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	388	1058	59	21	880	38	190	8	225	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	1058	59	21	880	38	190	8	225	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	388	1058	59	21	880	38	190	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	1058	59	21	880	38	190	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	388	1058	59	21	880	38	190	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2879	121	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.35	0.04	0.01	0.29	0.03	0.07	0.07	0.00	0.01	0.01	0.00
Crit Volume:	388				440		99				16	
Crit Moves:	****				****		****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	109	809	83	44	854	37	42	135	81	183	291	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	809	83	44	854	37	42	135	81	183	291	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	809	83	44	854	37	42	135	81	183	291	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	809	83	44	854	37	42	135	81	183	291	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:	109	809	83	44	854	37	42	135	81	183	291	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1388	62
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.06	0.02	0.20	0.03	0.03	0.05	0.06	0.06	0.21	0.21
Crit Volume:	55			285			68			304		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	113	928	327	143	946	24	5	60	123	281	64	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	928	327	143	946	24	5	60	123	281	64	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	928	327	143	946	24	5	60	123	281	64	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	928	327	143	946	24	5	60	123	281	64	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	928	327	143	946	24	5	60	123	281	64	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	2.00	0.51	0.49
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2900	742	708
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.23	0.05	0.22	0.02	0.00	0.04	0.08	0.10	0.09	0.09
Crit Volume:		309			72				123	141		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.321
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	5	833	16	9	793	199	148	16	32	63	27	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	833	16	9	793	199	148	16	32	63	27	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	833	16	9	793	199	148	16	32	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	833	16	9	793	199	148	16	32	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	833	16	9	793	199	148	16	32	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.33	0.67	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	483	967	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.01	0.01	0.18	0.14	0.10	0.03	0.03	0.02	0.02	0.02
Crit Volume:		278		9			148			32		
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec):	120	Critical Vol./Cap. (X):	0.741
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	38	1608	87	134	923	41	40	26	29	50	26	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:	38	1608	87	134	923	41	40	26	29	50	26	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1608	87	134	923	41	40	26	29	50	26	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1608	87	134	923	41	40	26	29	50	26	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	1608	87	134	923	41	40	26	29	50	26	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1500	2846	154	1500	2872	128	1500	1500	1500	1500	433	1067
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.57	0.09	0.32	0.32	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:			848	134			40				90	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.593
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	23	2371	24	1	1419	1	24	8	13	36	2	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:	23	2371	24	1	1419	1	24	8	13	36	2	8
User Adj:	1.00	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:	23	2371	24	1	1419	1	24	8	13	36	2	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2371	24	1	1419	1	24	8	13	36	2	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	2371	24	1	1419	1	24	8	13	36	2	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.99	0.01	1.00	0.42	0.58	1.00	0.65	0.35
Final Sat.:	1450	4306	44	1450	4347	3	1450	612	838	1450	946	504
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.00	0.33	0.33	0.02	0.01	0.02	0.02	0.00	0.02
Crit Volume:			798		1			24			36	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	9	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			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 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2371	22	30	1396	48	48	29	2	22	14	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:	9	2371	22	30	1396	48	48	29	2	22	14	44
User Adj:	1.00	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:	9	2371	22	30	1396	48	48	29	2	22	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2371	22	30	1396	48	48	29	2	22	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2371	22	30	1396	48	48	29	2	22	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.61	0.37	0.02	0.28	0.17	0.55
Final Sat.:	1500	4459	41	1500	4350	150	911	551	38	413	263	825
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.02	0.32	0.32	0.05	0.05	0.05	0.05	0.05	0.05
Crit Volume:			798		30			48			80	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.658
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	1685	34	90	1076	0	0	0	0	37	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	1685	34	90	1076	0	0	0	0	37	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:	1.00	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	1685	34	90	1076	0	0	0	0	37	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1685	34	90	1076	0	0	0	0	37	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1685	34	90	1076	0	0	0	0	37	0	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2941	59	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.06	0.36	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:			860		90				0		37	
Crit Moves:			****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.403
Loss Time (sec):	9	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			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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	730	2	37	429	0	0	0	0	4	0	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	730	2	37	429	0	0	0	0	4	0	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	2	37	429	0	0	0	0	4	0	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	2	37	429	0	0	0	0	4	0	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	730	2	37	429	0	0	0	0	4	0	238
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2992	8	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Volume:			366		0				0			238
Crit Moves:			****		****							****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.663
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	1330	128	142	526	3	4	7	5	72	2	147
Growth Adj:	1.00	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	1330	128	142	526	3	4	7	5	72	2	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1330	128	142	526	3	4	7	5	72	2	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1330	128	142	526	3	4	7	5	72	2	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1330	128	142	526	3	4	7	5	72	2	147
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.82	0.18	1.00	1.99	0.01	0.25	0.44	0.31	0.97	0.03	1.00
Final Sat.:	1450	2645	255	1450	2884	16	363	634	453	1411	39	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.50	0.10	0.18	0.18	0.01	0.01	0.01	0.05	0.05	0.10
Crit Volume:		729		142			16			74		
Crit Moves:		****		****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	1363	68	34	538	23	63	2	27	13	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1363	68	34	538	23	63	2	27	13	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1363	68	34	538	23	63	2	27	13	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1363	68	34	538	23	63	2	27	13	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1363	68	34	538	23	63	2	27	13	0	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2781	119	1405	45	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.05	0.02	0.19	0.19	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:		682		34			65			13		
Crit Moves:		****		****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	815	337	63	524	0	0	0	0	257	2	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	815	337	63	524	0	0	0	0	257	2	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	815	337	63	524	0	0	0	0	257	2	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	337	63	524	0	0	0	0	257	2	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:	0	815	337	63	524	0	0	0	0	257	2	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.61	0.39
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	913	587
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.22	0.04	0.17	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Volume:		408		63				0		257		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.886
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 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:	Ovl			Ovl			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	0	1	1	0	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	99	0	360	291	0	53	171	1268	139	94	909	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	0	360	291	0	53	171	1268	139	94	909	128
User Adj:	1.00	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:	99	0	360	291	0	53	171	1268	139	94	909	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	0	360	291	0	53	171	1268	139	94	909	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:	99	0	360	291	0	53	171	1268	139	94	909	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.25	0.20	0.00	0.04	0.12	0.44	0.10	0.06	0.31	0.09
Crit Volume:				360		291		634		0		
Crit Moves:				****		****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120			Critical Vol./Cap. (X):			0.447						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	41			Level Of Service:			A						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	807	9	1	570	13	98	18	238	23	37	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:	181	807	9	1	570	13	98	18	238	23	37	8
User Adj:	1.00	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:	181	807	9	1	570	13	98	18	238	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	807	9	1	570	13	98	18	238	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	807	9	1	570	13	98	18	238	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.96	0.04	0.84	0.16	1.00	0.38	0.62	1.00
Final Sat.:	1450	2868	32	1450	2835	65	1225	225	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.00	0.20	0.20	0.08	0.08	0.16	0.04	0.04	0.01
Crit Volume:	181					292		116			60	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100			Critical Vol./Cap. (X):			0.526						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	48			Level Of Service:			A						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	50	862	5	16	450	243	266	8	62	28	11	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:	50	862	5	16	450	243	266	8	62	28	11	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:	50	862	5	16	450	243	266	8	62	28	11	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	862	5	16	450	243	266	8	62	28	11	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:	50	862	5	16	450	243	266	8	62	28	11	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.30	0.70	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2883	17	1450	1883	1017	1408	42	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.01	0.24	0.24	0.19	0.19	0.04	0.03	0.03	0.02
Crit Volume:		434			16			274			39	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.829
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	133	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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	78	1121	38	393	307	189	80	34	37	147	83	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1121	38	393	307	189	80	34	37	147	83	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1121	38	393	307	189	80	34	37	147	83	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1121	38	393	307	189	80	34	37	147	83	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	1121	38	393	307	189	80	34	37	147	83	74
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.24	0.76	0.70	0.30	1.00	1.28	0.72	1.00
Final Sat.:	1450	2805	95	1450	1795	1105	1018	432	1450	1853	1047	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.27	0.17	0.17	0.08	0.08	0.03	0.08	0.08	0.05
Crit Volume:		580		393				114		115		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.594
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	151	1136	58	66	238	64	83	0	133	66	0	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1136	58	66	238	64	83	0	133	66	0	108
User Adj:	1.00	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:	151	1136	58	66	238	64	83	0	133	66	0	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1136	58	66	238	64	83	0	133	66	0	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	151	1136	58	66	238	64	83	0	133	66	0	108
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2759	141	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.41	0.05	0.08	0.04	0.06	0.00	0.09	0.05	0.00	0.07
Crit Volume:				597		66			133	66		
Crit Moves:				****	****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	130	0	200	0	0	0	0	844	861	20	1569	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:	130	0	200	0	0	0	0	844	861	20	1569	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	130	0	0	0	0	0	0	844	0	20	1569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	0	0	0	0	0	0	844	0	20	1569	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	130	0	0	0	0	0	0	844	0	20	1569	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.28	0.00	0.01	0.52	0.00
Crit Volume:	65			0			0			785		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	0	4	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	106	0	736	13	487	585	0	1228	240	397	1003	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	0	736	13	487	585	0	1228	240	397	1003	493
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	106	0	736	13	487	0	0	1228	240	397	1003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	736	13	487	0	0	1228	240	397	1003	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	106	0	736	13	487	0	0	1228	240	397	1003	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.25	0.01	0.16	0.00	0.00	0.20	0.16	0.13	0.22	0.00
Crit Volume:			368	13			0			334		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	695	0	145	0	1215	294	0	1542	562
Growth Adj:	1.00	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	695	0	145	0	1215	294	0	1542	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	695	0	145	0	1215	0	0	1542	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	695	0	145	0	1215	0	0	1542	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	695	0	145	0	1215	0	0	1542	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.09	0.00	0.38	0.00	0.00	0.48	0.00
Crit Volume:			0	348			0				771	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 6 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	974	358	540	485	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	974	358	540	485	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	974	358	540	485	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	974	358	540	485	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	974	358	540	485	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.24	0.18	0.16	0.00
Crit Volume:	0			0					358	270		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 6 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:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	494	0	458	0	0	0	0	1258	265	0	1737	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	0	458	0	0	0	0	1258	265	0	1737	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	494	0	458	0	0	0	0	1258	0	0	1737	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	0	458	0	0	0	0	1258	0	0	1737	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	494	0	458	0	0	0	0	1258	0	0	1737	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.15	0.00	0.00	0.00	0.00	0.28	0.00	0.00	0.39	0.00
Crit Volume:			229	0			0				579	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.433
Loss Time (sec): 6 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	243	0	551	0	1286	185	0	1583	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	243	0	551	0	1286	185	0	1583	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	243	0	0	0	1286	0	0	1583	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	243	0	0	0	1286	0	0	1583	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	243	0	0	0	1286	0	0	1583	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.29	0.00	0.00	0.35	0.00
Crit Volume:				0			122				528	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.724
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	0	1837	143	0	350	0	0	0	0	594	0	474
Growth Adj:	1.00	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	1837	143	0	350	0	0	0	0	594	0	474
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1837	0	0	350	0	0	0	0	594	0	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1837	0	0	350	0	0	0	0	594	0	474
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1837	0	0	350	0	0	0	0	594	0	474
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.00	0.32
Crit Volume:		612		0			0					474
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			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:	2	0	3 0	0	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	806	760	0	0	1174	156	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	806	760	0	0	1174	156	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	806	760	0	0	1174	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	806	760	0	0	1174	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	806	760	0	0	1174	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.27	0.17	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	403				391		0				0	
Crit Moves:	****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.435
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0 1	2	0	3 0 0	0	0	0 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	0	1418	175	360	905	0	0	0	541	0	0	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:	0	1418	175	360	905	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1418	0	360	905	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1418	0	360	905	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1418	0	360	905	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.12	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		473		180			0				0	
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.826
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	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:	Ignore			Ovl			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	2 0 1	2	0	1! 0 1	2	0	1 1 0	0	0	4 0 1
Volume Module:												
Base Vol:	135	396	787	140	0	237	255	1634	226	0	1652	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	396	787	140	0	237	255	1634	226	0	1652	296
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	396	0	140	0	237	255	1634	226	0	1652	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	396	0	140	0	237	255	1634	226	0	1652	296
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	396	0	140	0	237	255	1634	226	0	1652	296
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.76	0.24	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2548	352	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.05	0.00	0.08	0.09	0.64	0.64	0.00	0.28	0.20
Crit Volume:		198		70					930	0		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	0	0	7	72	1	32	10	277	4	4	226	472
Growth Adj:	1.00	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	7	72	1	32	10	277	4	4	226	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	72	1	32	10	277	4	4	226	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	72	1	32	10	277	4	4	226	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	72	1	32	10	277	4	4	226	472
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.33
Crit Volume:			7	72			10					472
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.766
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1614	61	85	983	0	0	418	138	18	0	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:	0	1614	61	85	983	0	0	418	138	18	0	41
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1614	0	85	983	0	0	418	138	18	0	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1614	0	85	983	0	0	418	138	18	0	41
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1614	0	85	983	0	0	418	138	18	0	41
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.06	0.34	0.00	0.00	0.14	0.10	0.01	0.00	0.03
Crit Volume:		807		85				209		9		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.233
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	30	0	213	0	0	0	0	126	16	249	537	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	213	0	0	0	0	126	16	249	537	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	213	0	0	0	0	126	16	249	537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	213	0	0	0	0	126	16	249	537	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:	30	0	213	0	0	0	0	126	16	249	537	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2662	338	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.14	0.00	0.00	0.00	0.00	0.05	0.05	0.17	0.18	0.00
Crit Volume:	30				0			71		249		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	2	0	1	1	0	0
Volume Module:												
Base Vol:	446	1362	0	0	695	34	19	0	100	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:	446	1362	0	0	695	34	19	0	100	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1362	0	0	695	34	19	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1362	0	0	695	34	19	0	100	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:	446	1362	0	0	695	34	19	0	100	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.45	0.00	0.00	0.23	0.02	0.01	0.00	0.07	0.00	0.00	0.00
Crit Volume:	446				348				100	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	437	1498	0	246	359	51	41	3	23	0	6	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:	437	1498	0	246	359	51	41	3	23	0	6	56
User Adj:	1.00	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:	437	1498	0	246	359	51	41	3	23	0	6	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	1498	0	246	359	51	41	3	23	0	6	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	437	1498	0	246	359	51	41	3	23	0	6	56
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.23	1.77	0.00	0.10	0.90
Final Sat.:	1500	3000	0	1500	3000	1500	1500	346	2654	0	145	1355
Capacity Analysis Module:												
Vol/Sat:	0.29	0.50	0.00	0.16	0.12	0.03	0.03	0.01	0.01	0.00	0.04	0.04
Crit Volume:		749			246			41			62	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	59	0	0	0	0	3262	0	180	937	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	59	0	0	0	0	3262	0	180	937	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	59	0	0	0	0	3262	0	180	937	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	59	0	0	0	0	3262	0	180	937	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	59	0	0	0	0	3262	0	180	937	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.54	0.00	0.12	0.16	0.00
Crit Volume:			59		0			816		180		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	282	885	405	256	0	0	0	0	345	0	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:	0	282	885	405	256	0	0	0	0	345	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	282	0	405	256	0	0	0	0	345	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	282	0	405	256	0	0	0	0	345	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	282	0	405	256	0	0	0	0	345	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2907	0	93
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.27	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		141		405				0		178		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.167
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	3	0	981	0	0	0	0	13	29	436	8	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:	3	0	981	0	0	0	0	13	29	436	8	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	0	0	0	0	0	13	29	436	8	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	0	0	0	0	0	13	29	436	8	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	0	0	0	0	0	0	13	29	436	8	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.02	0.15	0.01	0.00
Crit Volume:	3			0					29	218		
Crit Moves:	****								****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.565
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	15	113	132	330	145	203	94	881	19	82	234	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	113	132	330	145	203	94	881	19	82	234	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:	15	113	132	330	145	203	94	881	19	82	234	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	113	132	330	145	203	94	881	19	82	234	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	113	132	330	145	203	94	881	19	82	234	92
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.09	0.23	0.10	0.14	0.06	0.20	0.01	0.06	0.05	0.06
Crit Volume:		113		330				294		82		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	28	1506	9	196	1478	245	689	0	46	0	0	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:	28	1506	9	196	1478	245	689	0	46	0	0	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1506	9	196	1478	245	689	0	46	0	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1506	9	196	1478	245	689	0	46	0	0	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	1506	9	196	1478	245	689	0	46	0	0	98
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.01	0.14	0.34	0.17	0.24	0.00	0.03	0.00	0.00	0.07
Crit Volume:		502		196			345				0	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.467
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	1090	69	211	515	0	0	0	0	23	0	156
Growth Adj:	1.00	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	1090	69	211	515	0	0	0	0	23	0	156
User Adj:	1.00	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	1090	69	211	515	0	0	0	0	23	0	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	69	211	515	0	0	0	0	23	0	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1090	69	211	515	0	0	0	0	23	0	156
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.05	0.07	0.11	0.00	0.00	0.00	0.00	0.01	0.00	0.10
Crit Volume:		545		0			0					156
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.450
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1499	39	59	1464	0	0	0	0	72	0	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:	0	1499	39	59	1464	0	0	0	0	72	0	44
User Adj:	1.00	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	1499	39	59	1464	0	0	0	0	72	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1499	39	59	1464	0	0	0	0	72	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1499	39	59	1464	0	0	0	0	72	0	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.62	0.00	0.38
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	931	0	569
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.04	0.33	0.00	0.00	0.00	0.00	0.08	0.00	0.08
Crit Volume:		500		59			0					116
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.319
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	68	0	46	0	0	0	0	11	225	170	16	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:	68	0	46	0	0	0	0	11	225	170	16	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	0	46	0	0	0	0	11	225	170	16	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	0	46	0	0	0	0	11	225	170	16	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:	68	0	46	0	0	0	0	11	225	170	16	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.91	0.09	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1371	129	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.01	0.15	0.12	0.12	0.00
Crit Volume:	68			0					225		186	
Crit Moves:	****								****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.449
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	58	95	18	271	119	6	13	253	41	58	9	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	95	18	271	119	6	13	253	41	58	9	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	95	18	271	119	6	13	253	41	58	9	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	95	18	271	119	6	13	253	41	58	9	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	95	18	271	119	6	13	253	41	58	9	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.05	0.95	1.00	0.87	0.13	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	71	1379	1450	1255	195	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.01	0.19	0.04	0.00	0.18	0.18	0.03	0.05	0.05	0.00
Crit Volume:		48		271				266			67	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	785	17	87	373	0	0	0	0	27	0	495
Growth Adj:	1.00	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	785	17	87	373	0	0	0	0	27	0	495
User Adj:	1.00	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	785	17	87	373	0	0	0	0	27	0	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	785	17	87	373	0	0	0	0	27	0	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	785	17	87	373	0	0	0	0	27	0	495
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.01	0.06	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.33
Crit Volume:		785		87			0					495
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 1.018
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	85	0	218	811	1796	0	0	1894	52
Growth Adj:	1.00	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	85	0	218	811	1796	0	0	1894	52
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	85	0	0	811	1796	0	0	1894	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	85	0	0	811	1796	0	0	1894	52
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:	0	0	0	85	0	0	811	1796	0	0	1894	52
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.54	0.40	0.00	0.00	0.42	0.03
Crit Volume:				85			811				631	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100					Critical Vol./Cap. (X):					0.496						
Loss Time (sec):	0					Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	45					Level Of Service:					A						
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase				
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	2	0	1	1	0	1	1	0	1	0	0	1	0	0	1
Volume Module:																	
Base Vol:	51	966	0		21	1078	58		99	4	26		0	1	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:	51	966	0		21	1078	58		99	4	26		0	1	26		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	51	966	0		21	1078	58		99	4	26		0	1	0		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	51	966	0		21	1078	58		99	4	26		0	1	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		
FinalVolume:	51	966	0		21	1078	58		99	4	26		0	1	0		
Saturation Flow Module:																	
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00		1.00	1.90	0.10		1.00	0.13	0.87		0.00	1.00	1.00		
Final Sat.:	1450	2900	1450		1450	2752	148		1450	193	1257		0	1450	1450		
Capacity Analysis Module:																	
Vol/Sat:	0.04	0.33	0.00		0.01	0.39	0.39		0.07	0.02	0.02		0.00	0.00	0.00		
Crit Volume:	51						568		99					1			
Crit Moves:	****						****		****					****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100					Critical Vol./Cap. (X):					0.540						
Loss Time (sec):	0					Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	50					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				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	0	1	0	1	1	0	1	0
Volume Module:																	
Base Vol:	85	5	117		44	6	0		0	785	117		165	488	28		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	85	5	117		44	6	0		0	785	117		165	488	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:	85	5	117		44	6	0		0	785	117		165	488	28		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	85	5	117		44	6	0		0	785	117		165	488	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:	85	5	117		44	6	0		0	785	117		165	488	28		
Saturation Flow Module:																	
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	0.94	0.06	1.00		0.88	0.12	0.00		1.00	1.74	0.26		1.00	1.89	0.11		
Final Sat.:	1369	81	1450		1276	174	0		1450	2524	376		1450	2743	157		
Capacity Analysis Module:																	
Vol/Sat:	0.06	0.06	0.08		0.03	0.03	0.00		0.00	0.31	0.31		0.11	0.18	0.18		
Crit Volume:			117			50				451			165				
Crit Moves:			****			****				****			****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.140
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	55	0	0	0	0	199	12	55	320	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:	6	0	55	0	0	0	0	199	12	55	320	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	55	0	0	0	0	199	12	55	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	55	0	0	0	0	199	12	55	320	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:	6	0	55	0	0	0	0	199	12	55	320	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00
Crit Volume:			55	0				99		55		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	121	869	0	0	1002	14	55	0	389	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:	121	869	0	0	1002	14	55	0	389	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	869	0	0	1002	14	55	0	389	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	869	0	0	1002	14	55	0	389	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:	121	869	0	0	1002	14	55	0	389	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.00	0.00	0.33	0.01	0.04	0.00	0.26	0.00	0.00	0.00
Crit Volume:	121				501				389	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap. (X):	0.482
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	166	2603	0	0	1815	161
Growth Adj:	1.00	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	0	0	0	166	2603	0	0	1815	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	166	2603	0	0	1815	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	166	2603	0	0	1815	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	166	2603	0	0	1815	161
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.38	0.10
Crit Volume:	0			0			166				605	
Crit Moves:							****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap. (X):	0.235
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	613	64	0	0	140	0	0	0	1392	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:	613	64	0	0	140	0	0	0	1392	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	613	64	0	0	140	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	613	64	0	0	140	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	613	64	0	0	140	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	307			70			0				0	
Crit Moves:	****			****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.626
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	24	455	38	577	949	5	8	39	73	106	8	213
Growth Adj:	1.00	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	455	38	577	949	5	8	39	73	106	8	213
User Adj:	1.00	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	455	38	577	949	5	8	39	73	106	8	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	455	38	577	949	5	8	39	73	106	8	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	455	38	577	949	5	8	39	73	106	8	213
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.03	0.40	0.22	0.00	0.01	0.03	0.05	0.07	0.01	0.15
Crit Volume:		152		577					73	106		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.318
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	7	469	72	61	1092	1	2	14	24	66	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	469	72	61	1092	1	2	14	24	66	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	469	72	61	1092	1	2	14	24	66	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	469	72	61	1092	1	2	14	24	66	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	469	72	61	1092	1	2	14	24	66	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.05	0.04	0.25	0.00	0.00	0.00	0.02	0.05	0.00	0.04
Crit Volume:	7				364				24	66		
Crit Moves:	****				****				****	****		

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2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	110	341	197	318	676	342	134	1479	6	200	1065	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:	110	341	197	318	676	342	134	1479	6	200	1065	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	341	197	318	676	342	134	1479	6	200	1065	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	341	197	318	676	342	134	1479	6	200	1065	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	110	341	197	318	676	342	134	1479	6	200	1065	75
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.14	0.11	0.16	0.24	0.05	0.34	0.00	0.07	0.24	0.05
Crit Volume:	55					342		493		100		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	32	695	94	6	420	112	450	310	88	172	124	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	695	94	6	420	112	450	310	88	172	124	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	695	94	6	420	112	450	310	88	172	124	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	695	94	6	420	112	450	310	88	172	124	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	695	94	6	420	112	450	310	88	172	124	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.06	0.00	0.10	0.08	0.31	0.21	0.06	0.12	0.09	0.01
Crit Volume:		232			6		450				124	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.390
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	736	233	57	722	15	66	173	20	176	59	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	736	233	57	722	15	66	173	20	176	59	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	736	233	57	722	15	66	173	20	176	59	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	736	233	57	722	15	66	173	20	176	59	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	736	233	57	722	15	66	173	20	176	59	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.16	0.04	0.17	0.01	0.05	0.06	0.01	0.12	0.02	0.04
Crit Volume:		245		57				87		176		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.752
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	31	543	562	167	481	345	433	1335	12	277	980	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	543	562	167	481	345	433	1335	12	277	980	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:	31	543	562	167	481	345	433	1335	12	277	980	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	543	562	167	481	345	433	1335	12	277	980	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	1.00	1.00	1.00
FinalVolume:	31	543	562	167	481	345	433	1335	12	277	980	103
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.39	0.06	0.11	0.24	0.15	0.31	0.01	0.10	0.23	0.07
Crit Volume:			562	84				445		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	86	22	35		4	90	50		44	533	69		20	190	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	86	22	35		4	90	50		44	533	69		20	190	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	86	22	35		4	90	50		44	533	69		20	190	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	86	22	35		4	90	50		44	533	69		20	190	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	86	22	35		4	90	50		44	533	69		20	190	2	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.02	0.02		0.00	0.06	0.03		0.03	0.18	0.05		0.01	0.07	0.00	
Crit Volume:	86					90				267				20		
Crit Moves:	****					****				****				****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	117	55	14		185	103	42		7	2001	55		4	1307	68	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	117	55	14		185	103	42		7	2001	55		4	1307	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	117	55	14		185	103	42		7	2001	55		4	1307	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	117	55	14		185	103	42		7	2001	55		4	1307	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	117	55	14		185	103	42		7	2001	55		4	1307	68	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.04	0.01		0.13	0.07	0.03		0.00	0.46	0.04		0.00	0.30	0.05	
Crit Volume:		55				185				667				4		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	0	0	0	1	0	2	0	1	0	0
Volume Module:												
Base Vol:	48	0	121	0	0	0	0	1007	51	30	446	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:	48	0	121	0	0	0	0	1007	51	30	446	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	0	121	0	0	0	0	1007	51	30	446	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	0	121	0	0	0	0	1007	51	30	446	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:	48	0	121	0	0	0	0	1007	51	30	446	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.08	0.00	0.00	0.00	0.00	0.34	0.03	0.02	0.15	0.00
Crit Volume:			121		0			504		30		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.336
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	21	34	31	18	58	10	45	634	97	91	194	4
Growth Adj:	1.00	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	34	31	18	58	10	45	634	97	91	194	4
User Adj:	1.00	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:	21	34	31	18	58	10	45	634	97	91	194	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	34	31	18	58	10	45	634	97	91	194	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	21	34	31	18	58	10	45	634	97	91	194	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.01	0.04	0.01	0.03	0.22	0.07	0.06	0.07	0.00
Crit Volume:	21				58			317		91		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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	0	1	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	111	0	43	83	2002	0	0	1198	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:	0	0	0	111	0	43	83	2002	0	0	1198	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	111	0	43	83	2002	0	0	1198	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	43	83	2002	0	0	1198	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:	0	0	0	111	0	43	83	2002	0	0	1198	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.03	0.06	0.44	0.00	0.00	0.27	0.03
Crit Volume:		0		111				667		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	1	0
Volume Module:												
Base Vol:	0	1	2	109	16	18	8	1536	57	31	1213	20
Growth Adj:	1.00	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	1	2	109	16	18	8	1536	57	31	1213	20
User Adj:	1.00	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	1	2	109	16	18	8	1536	57	31	1213	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	2	109	16	18	8	1536	57	31	1213	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	2	109	16	18	8	1536	57	31	1213	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.01	0.01	0.01	0.35	0.04	0.02	0.28	0.01
Crit Volume:				2	109			512		31		
Crit Moves:				****	****			****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.352
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	15	921	60	4	794	120	45	6	56	143	18	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	921	60	4	794	120	45	6	56	143	18	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	921	60	4	794	120	45	6	56	143	18	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	921	60	4	794	120	45	6	56	143	18	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	921	60	4	794	120	45	6	56	143	18	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.04	0.00	0.18	0.08	0.03	0.00	0.04	0.10	0.01	0.01
Crit Volume:		307		4					56	143		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.194
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	29	0	5	0	0	1	3	498	0	3	270	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:	29	0	5	0	0	1	3	498	0	3	270	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	0	5	0	0	1	3	498	0	3	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	0	5	0	0	1	3	498	0	3	270	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:	29	0	5	0	0	1	3	498	0	3	270	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.17	0.00	0.00	0.09	0.00
Crit Volume:	29						1	249		3		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.312
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	28	3	97	0	2	12	16	679	7	16	209	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	3	97	0	2	12	16	679	7	16	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	3	97	0	2	12	16	679	7	16	209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	3	97	0	2	12	16	679	7	16	209	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:	28	3	97	0	2	12	16	679	7	16	209	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.01	0.01	0.23	0.00	0.01	0.07	0.00
Crit Volume:			97	0				340		16		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap. (X):	0.270
Loss Time (sec):	0	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:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	513	16	4	1125	0	0	0	0	30	0	4
Growth Adj:	1.00	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	513	16	4	1125	0	0	0	0	30	0	4
User Adj:	1.00	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	513	16	4	1125	0	0	0	0	30	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	513	16	4	1125	0	0	0	0	30	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	513	16	4	1125	0	0	0	0	30	0	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.01	0.00	0.25	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:	0				375				0		30	
Crit Moves:	****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.426
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	29	482	39	49	1119	14	52	10	103	113	4	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	482	39	49	1119	14	52	10	103	113	4	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	482	39	49	1119	14	52	10	103	113	4	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	482	39	49	1119	14	52	10	103	113	4	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	482	39	49	1119	14	52	10	103	113	4	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.03	0.03	0.26	0.01	0.04	0.01	0.07	0.08	0.00	0.01
Crit Volume:	29				373				103	113		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.097
Loss Time (sec):	0	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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	5	0	0	50	3	0	0	182	3	0	94	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:	5	0	0	50	3	0	0	182	3	0	94	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	0	50	3	0	0	182	3	0	94	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	0	50	3	0	0	182	3	0	94	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	50	3	0	0	182	3	0	94	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.00	0.06	0.00	0.00	0.03	0.01
Crit Volume:				0			50			91	0	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.226
Loss Time (sec):	0	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:	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 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	826	32	2	679	0	0	0	0	62	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	826	32	2	679	0	0	0	0	62	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	826	32	2	679	0	0	0	0	62	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	826	32	2	679	0	0	0	0	62	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:	0	826	32	2	679	0	0	0	0	62	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:		275		2				0		62		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.435
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	51	0	85	265	1725	0	0	1009	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	51	0	85	265	1725	0	0	1009	101
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	51	0	0	265	1725	0	0	1009	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	51	0	0	265	1725	0	0	1009	101
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:	0	0	0	51	0	0	265	1725	0	0	1009	101
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.18	0.38	0.00	0.00	0.22	0.07
Crit Volume:				51			265				336	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1	1	0	3	0	3	1
Volume Module:												
Base Vol:	0	0	0	0	0	34	0	2060	0	0	1079	141
Growth Adj:	1.00	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	0	0	34	0	2060	0	0	1079	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	34	0	2060	0	0	1079	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	34	0	2060	0	0	1079	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	34	0	2060	0	0	1079	141
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.46	0.00	0.00	0.24	0.09
Crit Volume:	0					34		687		0		
Crit Moves:						****		****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	3	0	3	1
Volume Module:												
Base Vol:	0	0	0	55	0	57	167	2030	0	0	1076	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	55	0	57	167	2030	0	0	1076	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	57	167	2030	0	0	1076	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	57	167	2030	0	0	1076	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	57	167	2030	0	0	1076	165
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.11	0.45	0.00	0.00	0.24	0.11
Crit Volume:				0		55		677		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	3	0	1	1	0	3	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	863	265	19	142	7	2	74	18	124	29	20
Growth Adj:	1.00	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	863	265	19	142	7	2	74	18	124	29	20
User Adj:	1.00	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:	35	863	265	19	142	7	2	74	18	124	29	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	863	265	19	142	7	2	74	18	124	29	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	863	265	19	142	7	2	74	18	124	29	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.91	0.09	0.03	0.97	1.00	0.72	0.17	0.11
Final Sat.:	1450	1450	1450	1450	2764	136	38	1412	1450	1039	243	168
Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.18	0.01	0.05	0.05	0.05	0.05	0.01	0.12	0.12	0.12
Crit Volume:		863			19			76			173	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0	0
Volume Module:												
Base Vol:	1	353	327	1	111	137	389	359	2	74	88	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	353	327	1	111	137	389	359	2	74	88	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	353	327	1	111	137	389	359	2	74	88	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	353	327	1	111	137	389	359	2	74	88	2
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	353	327	2	111	137	389	359	2	74	88	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.04	0.95	0.01	1.00	1.96	0.04
Final Sat.:	4	1496	1500	13	1487	1500	1556	1436	8	1500	2933	67
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.22	0.07	0.07	0.09	0.25	0.25	0.25	0.05	0.03	0.03
Crit Volume:		354			1			375			74	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.432
Loss Time (sec): 6 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:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	180	30	37	3	19	9	7	464	191	10	217	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	30	37	3	19	9	7	464	191	10	217	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	30	37	3	19	9	7	464	191	10	217	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	30	37	3	19	9	7	464	191	10	217	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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:	180	30	37	3	19	9	7	464	191	20	217	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.14	1.00	0.10	0.61	0.29	0.01	0.99	1.00	0.04	0.96	1.00
Final Sat.:	1371	229	1600	155	981	465	24	1576	1600	70	1530	1600
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.02	0.02	0.02	0.02	0.29	0.29	0.12	0.14	0.14	0.00
Crit Volume:	180					31			471		10	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.464
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	4	40	44	38	25	25	98	584	9	27	233	112
Growth Adj:	1.00	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	40	44	38	25	25	98	584	9	27	233	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	40	44	38	25	25	98	584	9	27	233	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	40	44	38	25	25	98	584	9	27	233	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	40	44	38	25	25	98	584	9	27	233	112
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.48	0.52	1.00	0.50	0.50	1.00	0.98	0.02	1.00	0.68	0.32
Final Sat.:	1600	762	838	1600	800	800	1600	1576	24	1600	1081	519
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.03	0.03	0.06	0.37	0.37	0.02	0.22	0.22
Crit Volume:		84			38			593			27	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.561
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0 0	1	0	0 1 0
Volume Module:												
Base Vol:	11	45	447	16	25	9	18	504	14	209	223	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	45	447	16	25	9	18	504	14	209	223	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	45	0	16	25	9	18	504	14	209	223	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	45	0	16	25	9	18	504	14	209	223	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	45	0	16	25	9	18	504	14	209	223	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	1.00	0.32	0.50	0.18	1.00	0.97	0.03	1.00	0.89	0.11
Final Sat.:	295	1205	1500	480	750	270	1500	1459	41	1500	1333	167
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.03	0.03	0.01	0.35	0.35	0.14	0.17	0.17
Crit Volume:		56			16				518		251	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.560	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	52	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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	263	854	29	132	857	20	83	171	343	81	166	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:	263	854	29	132	857	20	83	171	343	81	166	41
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	263	854	29	132	857	0	83	171	0	81	166	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	854	29	132	857	0	83	171	0	81	166	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	263	854	29	132	857	0	83	171	0	81	166	41
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.29	0.02	0.09	0.30	0.00	0.06	0.12	0.00	0.06	0.11	0.03
Crit Volume:	132			429			171			81		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	49	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0	1	0 0 2
Volume Module:												
Base Vol:	0	7	1	778	20	544	635	34	7	1	30	505
Growth Adj:	1.00	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	7	1	778	20	544	635	34	7	1	30	505
User Adj:	1.00	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	7	1	778	20	544	635	34	7	1	30	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	778	20	544	635	34	7	1	30	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	778	20	544	635	34	7	1	30	505
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.88	0.10	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2827	73	1450	2724	146	30	47	1403	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.28	0.38	0.23	0.23	0.23	0.02	0.02	0.17
Crit Volume:		7			399		338				31	
Crit Moves:		****			****		****				****	

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2025 CIP Plus Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.271	A xxxxx	0.271	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.552	A xxxxx	0.552	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E xxxxx	0.935	E xxxxx	0.935	+ 0.000 V/C

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2025 CIP Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.271
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	29	5	36	13	1	1	2	768	14	52	1019	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	5	36	13	1	1	2	768	14	52	1019	19
User Adj:	1.00	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	5	36	13	1	1	2	768	14	52	1019	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	5	36	13	1	1	2	768	14	52	1019	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	5	36	13	1	1	2	768	14	52	1019	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.85	0.15	1.00	0.87	0.06	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1215	210	1425	1235	95	95	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.01	0.01	0.00	0.18	0.01	0.04	0.24	0.01
Crit Volume:	29					15	2				340	
Crit Moves:	****					****	****				****	

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2025 CIP Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				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	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	7	1533	325		237	1772	3		11	5	18		244	1	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:	7	1533	325		237	1772	3		11	5	18		244	1	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	1533	325		237	1772	3		11	5	18		244	1	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	1533	325		237	1772	3		11	5	18		244	1	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:	7	1533	325		237	1772	3		11	5	18		244	1	81	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.32	0.15	0.53		1.99	0.01	2.00	
Final Sat.:	1425	4275	1425		2850	4275	1425		461	210	754		2838	12	2850	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.23		0.08	0.41	0.00		0.02	0.02	0.02		0.09	0.09	0.03	
Crit Volume:		511				119				34				122		
Crit Moves:		****				****				****				****		

2025 CIP Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	194	1398	187		73	1311	154		122	219	287		217	66	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:	194	1398	187		73	1311	154		122	219	287		217	66	39	
User Adj:	1.00	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:	194	1398	187		73	1311	154		122	219	287		217	66	39	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	194	1398	187		73	1311	154		122	219	287		217	66	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:	194	1398	187		73	1311	154		122	219	287		217	66	39	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.51	0.14		0.05	0.48	0.11		0.09	0.16	0.21		0.16	0.05	0.03	
Crit Volume:	194					656				219			217			
Crit Moves:	****					****				****			****			

2025 CIP Plus Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F	xxxxx	1.190	F	xxxxx	1.190	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
#313 Watt Ave/Elkhorn	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C

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2025 CIP Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	237	1294	129	300	1769	468	551	640	88	255	644	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	1294	129	300	1769	468	551	640	88	255	644	380
User Adj:	1.00	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:	237	1294	129	300	1769	468	551	640	88	255	644	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	1294	129	300	1769	468	551	640	88	255	644	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	237	1294	129	300	1769	468	551	640	88	255	644	380
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.09	0.10	0.39	0.31	0.18	0.21	0.06	0.09	0.21	0.25
Crit Volume:	119				590		276				322	
Crit Moves:	****				****		****				****	

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2025 CIP Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.901
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	85	807	302		480	1517	89		169	1142	273		341	790	519	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	85	807	302		480	1517	89		169	1142	273		341	790	519	
User Adj:	1.00	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:	85	807	302		480	1517	89		169	1142	273		341	790	519	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	85	807	302		480	1517	89		169	1142	273		341	790	519	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	85	807	302		480	1517	89		169	1142	273		341	790	519	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.20		0.16	0.51	0.06		0.06	0.25	0.18		0.11	0.18	0.35	
Crit Volume:	43				759				381				171			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.190
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	198	998	14		68	1493	227		251	352	262		274	589	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	198	998	14		68	1493	227		251	352	262		274	589	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	198	998	14		68	1493	227		251	352	262		274	589	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	198	998	14		68	1493	227		251	352	262		274	589	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	198	998	14		68	1493	227		251	352	262		274	589	65	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	3000	1500		1500	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.33	0.01		0.05	0.50	0.15		0.17	0.12	0.17		0.18	0.39	0.04	
Crit Volume:	198				747				251				589			
Crit Moves:	****				****				****				****			

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.616
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	232	745	75		95	1063	348		187	287	120		145	303	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	232	745	75		95	1063	348		187	287	120		145	303	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	232	745	75		95	1063	348		187	287	120		145	303	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	745	75		95	1063	348		187	287	120		145	303	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:	232	745	75		95	1063	348		187	287	120		145	303	13	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	1.41	0.59		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	2115	885		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.25	0.05		0.03	0.35	0.23		0.06	0.14	0.14		0.05	0.10	0.01	
Crit Volume:	116					532					204		73			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.859
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	169	843	93		179	2051	356		212	810	321		232	703	195	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	169	843	93		179	2051	356		212	810	321		232	703	195	
User Adj:	1.00	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:	169	843	93		179	2051	356		212	810	321		232	703	195	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	843	93		179	2051	356		212	810	321		232	703	195	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	169	843	93		179	2051	356		212	810	321		232	703	195	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.19	0.06		0.06	0.46	0.24		0.07	0.27	0.21		0.08	0.23	0.13	
Crit Volume:	84					684					405		116			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	156	543	148	464	1087	149	57	957	171	25	852	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	543	148	464	1087	149	57	957	171	25	852	388
User Adj:	1.00	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:	156	543	148	464	1087	149	57	957	171	25	852	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	543	148	464	1087	149	57	957	171	25	852	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	156	543	148	464	1087	149	57	957	171	25	852	388
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.18	0.10	0.15	0.36	0.10	0.04	0.21	0.11	0.02	0.19	0.26
Crit Volume:	78			543			57			284		
Crit Moves:	****			****			****			****		

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#303 Pleasent Grove N/Riego	C xxxxx	0.713	C xxxxx	0.713	+ 0.000 V/C
#304 Pleasent Grove S/Riego	B xxxxx	0.661	B xxxxx	0.661	+ 0.000 V/C
#316 SR 99 NB Off Ramp / Riego Rd	A xxxxx	0.375	A xxxxx	0.375	+ 0.000 V/C
#317 SR 99 SB Off Ramp/Riego Rd	A xxxxx	0.138	A xxxxx	0.138	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	383	0	2	52	1064	0	0	1161	201
Growth Adj:	1.00	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	383	0	2	52	1064	0	0	1161	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	383	0	2	52	1064	0	0	1161	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	2	52	1064	0	0	1161	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	383	0	2	52	1064	0	0	1161	201
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.00	0.04	0.37	0.00	0.00	0.41	0.14
Crit Volume:		0			383			52			581	
Crit Moves:					****			****			****	

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.661
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:																			
Base Vol:	348	0	162	0	0	0	0	920	527	116	1011	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:	348	0	162	0	0	0	0	920	527	116	1011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	0	162	0	0	0	0	920	527	116	1011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	0	162	0	0	0	0	920	527	116	1011	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:	348	0	162	0	0	0	0	920	527	116	1011	0
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:																			
Vol/Sat:	0.23	0.00	0.11	0.00	0.00	0.00	0.00	0.31	0.35	0.08	0.34	0.00
Crit Volume:	348			0					527	116		
Crit Moves:	****								****	****		

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.375
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	0	2	0	1	0	0	3	0	1
Volume Module:																			
Base Vol:	141	0	739	0	0	0	0	151	12	0	1264	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	0	739	0	0	0	0	151	12	0	1264	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	141	0	0	0	0	0	0	151	0	0	1264	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	0	0	0	0	0	151	0	0	1264	84
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	141	0	0	0	0	0	0	151	0	0	1264	84
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	4500	1500
Capacity Analysis Module:																			
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.28	0.06
Crit Volume:	141			0					0	421		
Crit Moves:	****						****			****		

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2025 CIP Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.138
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	1	0	0	0	0	2	0	0	2
Volume Module:												
Base Vol:	0	0	0	2	0	24	0	177	173	0	309	1096
Growth Adj:	1.00	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	2	0	24	0	177	173	0	309	1096
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:	0	0	0	2	0	24	0	177	173	0	309	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	2	0	24	0	177	173	0	309	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	2	0	24	0	177	173	0	309	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.06	0.12	0.00	0.11	0.00
Crit Volume:	0					24			173	0		
Crit Moves:						****			****	****		

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2025 CIP PLUS PROJECT CONDITIONS
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	F	xxxxx	1.004	F	xxxxx	1.004	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000
# 6 Blue Oaks & Del Webb	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 8 Blue Oaks & New Meadow	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	E	xxxxx	0.988	E	xxxxx	0.988	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	F	xxxxx	1.321	F	xxxxx	1.321	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.081	F	xxxxx	1.081	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.110	F	xxxxx	1.110	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.135	F	xxxxx	1.135	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.269	F	xxxxx	1.269	+ 0.000

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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000
# 26 Douglas & Santa Clara	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.867	D	xxxxx	0.867	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.002	F	xxxxx	1.002	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	E	xxxxx	0.938	E	xxxxx	0.938	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.403	A	xxxxx	0.403	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.197	A	xxxxx	0.197	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 90 Pleasant Grove & Michener	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	C	xxxxx	0.774	C	xxxxx	0.774	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.197	F	xxxxx	1.197	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.897	D	xxxxx	0.897	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
#107 Roseville Parkway & Reserve	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.960	E	xxxxx	0.960	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.322	A	xxxxx	0.322	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.435	A	xxxxx	0.435	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.206	A	xxxxx	0.206	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#178 Watt Ave & Road A	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000 V/C
#179 Watt Ave & Road B	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#181 West Side Dr & Road A	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#182 West Side Dr & Road B	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#184 Market St & Road B	A	xxxxx	0.377	A	xxxxx	0.377	+ 0.000 V/C
#185 Market St & Baseline Rd	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
#187 Upland Dr & Road B	A	xxxxx	0.382	A	xxxxx	0.382	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#190 West Side Dr & SV EW Coll	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
#191 Road B & SV NS Coll 3	A	xxxxx	0.232	A	xxxxx	0.232	+ 0.000 V/C
#192 Road B & SV NS Coll 5	A	xxxxx	0.314	A	xxxxx	0.314	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.302	A	xxxxx	0.302	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C
#195 Road B & SV NS Coll 2	A	xxxxx	0.080	A	xxxxx	0.080	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#199 Baseline Rd & SV CC4	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.590	A	xxxxx	0.590	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	17	1	23	64	4	18	20	1136	43	13	1068	169
Growth Adj:	1.00	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	1	23	64	4	18	20	1136	43	13	1068	169
User Adj:	1.00	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:	17	1	23	64	4	18	20	1136	43	13	1068	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	23	64	4	18	20	1136	43	13	1068	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	17	1	23	64	4	18	20	1136	43	13	1068	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	60	1390	1365	85	1450	1450	2794	106	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.41	0.41	0.01	0.37	0.12
Crit Volume:			24			68			590		13	
Crit Moves:			****			****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.769
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	90	0	684		0	0	0		0	940	279		317	1325		1
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	90	0	684		0	0	0		0	940	279		317	1325		1
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	90	0	684		0	0	0		0	940	279		317	1325		1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	90	0	684		0	0	0		0	940	279		317	1325		1
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:	90	0	684		0	0	0		0	940	279		317	1325		1
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500		1500
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	1.99		0.01
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	2998		2
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.46		0.00	0.00	0.00		0.00	0.31	0.19		0.21	0.44		0.44
Crit Volume:			684		0					470			0			
Crit Moves:			****							****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				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:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		382	0	261		122	862	0		0	1002		390
Growth Adj:	1.00	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		382	0	261		122	862	0		0	1002		390
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	0	0	0		382	0	261		122	862	0		0	1002		390
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	0	0	0		382	0	261		122	862	0		0	1002		390
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		382	0	261		122	862	0		0	1002		390
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500		1500
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00		1.00
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		0	3000		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.25	0.00	0.17		0.08	0.29	0.00		0.00	0.33		0.26
Crit Volume:			0		382				122				501			
Crit Moves:					****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.004
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	149	915	303	358	1096	167	722	1216	71	549	1834	297
Growth Adj:	1.00	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	915	303	358	1096	167	722	1216	71	549	1834	297
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	915	303	358	1096	0	722	1216	71	549	1834	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	915	303	358	1096	0	722	1216	71	549	1834	297
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:	149	915	303	358	1096	0	722	1216	71	549	1834	297
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.12	0.25	0.00	0.25	0.28	0.05	0.19	0.42	0.20
Crit Volume:		305		179			361				611	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	188	0	34	32	1315	0	0	2577	420
Growth Adj:	1.00	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	188	0	34	32	1315	0	0	2577	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	188	0	34	32	1315	0	0	2577	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	188	0	34	32	1315	0	0	2577	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	188	0	34	32	1315	0	0	2577	420
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.02	0.29	0.00	0.00	0.57	0.28
Crit Volume:		0		188			32				859	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.603
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	28	0	75	0	0	0	0	1224	35	140	2630	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	75	0	0	0	0	1224	35	140	2630	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	0	75	0	0	0	0	1224	35	140	2630	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	75	0	0	0	0	1224	35	140	2630	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	0	75	0	0	0	0	1224	35	140	2630	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.02	0.09	0.58	0.00
Crit Volume:	28				0			0			877	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.768
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	64	975	536	218	647	323	187	449	74	734	1148	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	975	536	218	647	323	187	449	74	734	1148	377
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	64	975	0	218	647	323	187	449	0	734	1148	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	975	0	218	647	323	187	449	0	734	1148	377
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	64	975	0	218	647	323	187	449	0	734	1148	377
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.08	0.22	0.22	0.06	0.10	0.00	0.25	0.26	0.26
Crit Volume:		488			109			150			367	
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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	0 1	1	0	4	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	0	0	0		112	0	26		28	2171	0		0	3844	569	
Growth Adj:	1.00	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		112	0	26		28	2171	0		0	3844	569	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		112	0	26		28	2171	0		0	3844	569	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		112	0	26		28	2171	0		0	3844	569	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		112	0	26		28	2171	0		0	3844	569	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	4.00	1.00		1.00	4.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	6000	1500		1500	6000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.07	0.00	0.02		0.02	0.36	0.00		0.00	0.64	0.38	
Crit Volume:			0				112				28				961	
Crit Moves:					****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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	0	0 0	1	0	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		126	0	1		1	1173	1		0	2296	200	
Growth Adj:	1.00	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		126	0	1		1	1173	1		0	2296	200	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		126	0	1		1	1173	1		0	2296	200	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		126	0	1		1	1173	1		0	2296	200	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		126	0	1		1	1173	1		0	2296	200	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.00	0.26	0.00		0.00	0.51	0.13	
Crit Volume:			0				126				1				765	
Crit Moves:					****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.988
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	237	88	58	299	17	199	94	1251	31	26	2534	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	237	88	58	299	17	199	94	1251	31	26	2534	242
User Adj:	1.00	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:	237	88	58	299	17	199	94	1251	31	26	2534	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	88	58	299	17	199	94	1251	31	26	2534	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	237	88	58	299	17	199	94	1251	31	26	2534	242
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.16	0.07	0.77	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1684	96	1121	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.04	0.18	0.18	0.18	0.06	0.29	0.02	0.02	0.58	0.17
Crit Volume:	237					258	94				845	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	1.321
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	861	424	459	330	850	1006	254	1635	343	179	2488	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	861	424	459	330	850	1006	254	1635	343	179	2488	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	861	424	0	330	850	1006	254	1635	343	179	2488	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	861	424	0	330	850	1006	254	1635	343	179	2488	120
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	861	424	0	330	850	1006	254	1635	343	179	2488	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.00	0.11	0.20	0.69	0.09	0.28	0.24	0.06	0.43	0.08
Crit Volume:	287					1006	0				622	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	123	210	377	159	167	36	97	1337	198	885	2436	356
Growth Adj:	1.00	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	210	377	159	167	36	97	1337	198	885	2436	356
User Adj:	1.00	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:	123	210	377	159	167	36	97	1337	198	885	2436	356
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	210	377	159	167	36	97	1337	198	885	2436	356
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	123	210	377	159	167	36	97	1337	198	885	2436	356
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.26	0.05	0.06	0.02	0.03	0.23	0.14	0.31	0.42	0.25
Crit Volume:		105			80			334		443		
Crit Moves:		****			****			****		****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	1.081
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	845	1008	195	251	1485	244	391	833	525	467	652	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	1008	195	251	1485	244	391	833	525	467	652	138
User Adj:	1.00	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:	845	1008	195	251	1485	244	391	833	525	467	652	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	1008	195	251	1485	244	391	833	525	467	652	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	845	1008	195	251	1485	244	391	833	525	467	652	138
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.35	0.13	0.09	0.34	0.17	0.13	0.29	0.36	0.16	0.22	0.10
Crit Volume:	423				495			417		234		
Crit Moves:	****				****			****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			1.110						
Loss Time (sec):	9			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			Permitted			Permitted			
Rights:	Ignore			Include			Include			Ignore			
Min. Green:	0	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	4.0
Lanes:	0	0 2	0 1	2	0 1	0 0	0	0 0	0 0	2	0	0 0	2
Volume Module:													
Base Vol:	0	709	482	1977	606	0	0	0	0	644	0		2347
Growth Adj:	1.00	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	709	482	1977	606	0	0	0	0	644	0		2347
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00
PHF Volume:	0	709	0	1977	606	0	0	0	0	644	0		0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0
Reduced Vol:	0	709	0	1977	606	0	0	0	0	644	0		0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00
FinalVolume:	0	709	0	1977	606	0	0	0	0	644	0		0
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500		1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00		2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0		3000
Capacity Analysis Module:													
Vol/Sat:	0.00	0.24	0.00	0.66	0.40	0.00	0.00	0.00	0.00	0.21	0.00		0.00
Crit Volume:		355		989				0		322			
Crit Moves:		****		****						****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120			Critical Vol./Cap. (X):			0.616						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	48			Level Of Service:			B						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Ignore			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 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0	
Volume Module:													
Base Vol:	0	0	261	0	0	0	0	2200	9	375	2596		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	261	0	0	0	0	2200	9	375	2596		0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
PHF Volume:	0	0	0	0	0	0	0	2200	9	375	2596		0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0
Reduced Vol:	0	0	0	0	0	0	0	2200	9	375	2596		0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
FinalVolume:	0	0	0	0	0	0	0	2200	9	375	2596		0
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500		1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00		0.00
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500		0
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.13	0.58		0.00
Crit Volume:	0			0				736		188			
Crit Moves:								****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.916
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	4	1	11	13	1	10	14	2169	9	15	2544	23
Growth Adj:	1.00	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	1	11	13	1	10	14	2169	9	15	2544	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	13	1	10	14	2169	9	15	2544	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	13	1	10	14	2169	9	15	2544	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	13	1	10	14	2169	9	15	2544	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.06	0.69	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	363	91	997	1346	104	1450	1450	2888	12	1450	2874	26
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.75	0.75	0.01	0.89	0.89
Crit Volume:		16			14		14				1284	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.703
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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:	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	0	1! 0	0	1	0	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	8	14	52	164	144	219	61	1071	41	183	1124	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	14	52	164	144	219	61	1071	41	183	1124	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	14	52	164	144	219	61	1071	41	183	1124	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	14	52	164	144	219	61	1071	41	183	1124	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	14	52	164	144	219	61	1071	41	183	1124	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.19	0.70	0.53	0.47	1.00	1.00	1.93	0.07	1.00	1.97	0.03
Final Sat.:	162	284	1054	799	701	1500	1500	2889	111	1500	2950	50
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.21	0.21	0.15	0.04	0.37	0.37	0.12	0.38	0.38
Crit Volume:	8				308				556	183		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.894
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	48	3	459	5	7	5	45	1651	216	290	1545	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	459	5	7	5	45	1651	216	290	1545	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	459	5	7	5	45	1651	216	290	1545	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	459	5	7	5	45	1651	216	290	1545	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	3	459	5	7	5	45	1651	216	290	1545	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1365	85	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.57	0.15	0.10	0.53	0.53
Crit Volume:			459		12			826		0		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.529
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	1	0	1
Volume Module:												
Base Vol:	23	1	17	26	0	13	21	1038	7	11	1329	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	21	1038	7	11	1329	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:	23	1	17	26	0	13	21	1038	7	11	1329	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	21	1038	7	11	1329	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:	23	1	17	26	0	13	21	1038	7	11	1329	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2840	60
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.01	0.36	0.36	0.01	0.47	0.47
Crit Volume:			41		26			21			679	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec):	120	Critical Vol./Cap. (X):	1.135
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1199	470	318	328	847	241	223	1292	1184	108	1306	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1199	470	318	328	847	241	223	1292	1184	108	1306	189
User Adj:	1.00	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:	1199	470	318	328	847	241	223	1292	1184	108	1306	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1199	470	318	328	847	241	223	1292	1184	108	1306	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1199	470	318	328	847	241	223	1292	1184	108	1306	189
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.19	0.17	0.08	0.30	0.41	0.04	0.45	0.13
Crit Volume:	600			282			112			653		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.641
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	681	0	794	528	424	0	0	608	371
Growth Adj:	1.00	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	681	0	794	528	424	0	0	608	371
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	681	0	0	528	424	0	0	608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	681	0	0	528	424	0	0	608	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	681	0	0	528	424	0	0	608	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.66	1.34	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2496	2004	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:				341				317			304	
Crit Moves:				****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	63	0	39		0	0	0		0	1641	474		55	1769	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:	63	0	39		0	0	0		0	1641	474		55	1769	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	0	39		0	0	0		0	1641	474		55	1769	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	0	39		0	0	0		0	1641	474		55	1769	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:	63	0	39		0	0	0		0	1641	474		55	1769	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.33	0.67		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3491	1009		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.47	0.47		0.04	0.59	0.00	
Crit Volume:	63						0			0				885		
Crit Moves:	****								****					****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.269
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	42	105	100		80	102	622		345	2126	23		58	2351	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	42	105	100		80	102	622		345	2126	23		58	2351	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	42	105	100		80	102	622		345	2126	23		58	2351	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	42	105	100		80	102	622		345	2126	23		58	2351	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	42	105	100		80	102	622		345	2126	23		58	2351	62	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.98	0.02		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2869	31		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07		0.03	0.07	0.43		0.12	0.74	0.74		0.02	0.81	0.04	
Crit Volume:	42						622		0					1176		
Crit Moves:	****						****		****					****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	440	735	22	678	672	66	148	1088	287	62	1217	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	735	22	678	672	66	148	1088	287	62	1217	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	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:	440	735	22	678	672	66	148	1088	287	62	1217	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	735	22	678	672	66	148	1088	287	62	1217	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	440	735	22	678	672	66	148	1088	287	62	1217	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	3.00	2.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4224	126	4350	3961	389	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.16	0.17	0.17	0.05	0.25	0.20	0.02	0.28	0.00
Crit Volume:		252			226			74			406	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.826
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 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:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	291	546	133	279	1041	239	243	1168	188	193	1753	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	546	133	279	1041	239	243	1168	188	193	1753	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	291	546	133	279	1041	239	243	1168	0	193	1753	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	546	133	279	1041	239	243	1168	0	193	1753	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	291	546	133	279	1041	239	243	1168	0	193	1753	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.10	0.24	0.16	0.08	0.27	0.00	0.07	0.40	0.00
Crit Volume:	146				347		122				584	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	89	64	79	129	96	163	133	1496	61	166	2046	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	64	79	129	96	163	133	1496	61	166	2046	86
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:	89	64	79	129	96	163	133	1496	61	166	2046	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	64	79	129	96	163	133	1496	61	166	2046	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	64	79	129	96	163	133	1496	61	166	2046	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.15	0.85	1.00	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1663	1237	1450	1450	4180	170	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.08	0.08	0.11	0.09	0.36	0.36	0.11	0.47	0.00
Crit Volume:	89			113			133			682		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.683
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Ovl			Ovl			Ovl			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 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	124	59	41	211	82	14	35	1524	130	50	2069	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	59	41	211	82	14	35	1524	130	50	2069	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	59	41	211	82	14	35	1524	130	50	2069	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	59	41	211	82	14	35	1524	130	50	2069	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	59	41	211	82	14	35	1524	130	50	2069	122
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.11	0.53	0.36	1.38	0.53	0.09	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1605	764	531	1993	775	132	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.03	0.48	0.08
Crit Volume:	112			154			35			690		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.903
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	426	429	263	240	884	578	363	1499	228	179	1990	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	429	263	240	884	578	363	1499	228	179	1990	86
User Adj:	1.00	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:	426	429	263	240	884	578	363	1499	228	179	1990	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	429	263	240	884	578	363	1499	228	179	1990	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	426	429	263	240	884	578	363	1499	228	179	1990	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.83	0.17
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5560	240
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.18	0.08	0.20	0.40	0.13	0.34	0.16	0.06	0.36	0.36
Crit Volume:	213					578	0				519	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	134	2	51	101	2	71	41	1488	135	75	2158	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	2	51	101	2	71	41	1488	135	75	2158	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2	51	101	2	71	41	1488	135	75	2158	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2	51	101	2	71	41	1488	135	75	2158	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	2	51	101	2	71	41	1488	135	75	2158	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	55	1395	1450	40	1410	1450	3988	362	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.50	0.50
Crit Volume:	134			101			41				720	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	153	681	40	731	860	88	139	1204	350	120	1616	826
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	681	40	731	860	88	139	1204	350	120	1616	826
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:	153	681	40	731	860	88	139	1204	350	120	1616	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	681	40	731	860	88	139	1204	350	120	1616	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	153	681	40	731	860	88	139	1204	350	120	1616	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.17	0.20	0.06	0.05	0.28	0.24	0.04	0.37	0.00
Crit Volume:		227		244			70				539	
Crit Moves:		****		****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.619
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	403	5	72	48	1076	0	11	1083	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	9	403	5	72	48	1076	0	11	1083	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	4	9	403	5	72	48	1076	0	11	1083	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	403	5	72	48	1076	0	11	1083	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	4	9	403	5	72	48	1076	0	11	1083	176
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	272	363	816	2864	36	1450	1450	2900	0	1450	2495	405
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.37	0.00	0.01	0.43	0.43
Crit Volume:		16		204			48					630
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	32	28	83	1059	27	276	284	1147	20	66	1049	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	28	83	1059	27	276	284	1147	20	66	1049	504
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	28	0	1059	27	276	284	1147	20	66	1049	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	28	0	1059	27	276	284	1147	20	66	1049	504
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	28	0	1059	27	276	284	1147	20	66	1049	504
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.37	0.37	0.19	0.20	0.40	0.40	0.05	0.36	0.35
Crit Volume:	32			543			284			525		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1! 0	0	1	0 1! 0	0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	460	0	30	1	484	0	0	505	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	460	0	30	1	484	0	0	505	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	460	0	30	1	484	0	0	505	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	460	0	30	1	484	0	0	505	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	460	0	30	2	484	0	0	505	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.88	0.00	0.12	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2816	0	184	12	2988	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.34	0.00
Crit Volume:		0		245			1			505		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.493
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	35	0	151	0	0	0	0	972	58	189	935	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:	35	0	151	0	0	0	0	972	58	189	935	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	151	0	0	0	0	972	58	189	935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	151	0	0	0	0	972	58	189	935	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:	35	0	151	0	0	0	0	972	58	189	935	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2831	169	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.13	0.31	0.00
Crit Volume:	35				0			515		189		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.417
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	13	0	10	72	7	14	0	964	20	18	878	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:	13	0	10	72	7	14	0	964	20	18	878	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	72	7	14	0	964	20	18	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	72	7	14	0	964	20	18	878	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:	13	0	10	72	7	14	0	964	20	18	878	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.33	0.67	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	483	967	0	2841	59	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.01	0.01	0.00	0.34	0.34	0.01	0.30	0.00
Crit Volume:				23		72			492	18		
Crit Moves:				****		****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.867
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	516	784	240	210	841	120	223	1680	595	318	1438	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	516	784	240	210	841	120	223	1680	595	318	1438	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	516	784	240	210	841	120	223	1680	595	318	1438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	784	240	210	841	120	223	1680	595	318	1438	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	516	784	240	210	841	120	223	1680	595	318	1438	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.17	0.07	0.19	0.08	0.08	0.39	0.41	0.11	0.33	0.00
Crit Volume:	258			280			560			159		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	196	1415	74	129	1231	87	48	167	143	49	229	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	1415	74	129	1231	87	48	167	143	49	229	192
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	196	1415	0	129	1231	0	48	167	0	49	229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	1415	0	129	1231	0	48	167	0	49	229	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	196	1415	0	129	1231	0	48	167	0	49	229	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.09	0.28	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	196			410			48			114		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ignore			Ignore			Ignore			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:	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	532	539	222	190	530	217	323	1860	486	183	2302	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	539	222	190	530	217	323	1860	486	183	2302	63
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	532	539	0	190	530	0	323	1860	0	183	2302	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	539	0	190	530	0	323	1860	0	183	2302	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	532	539	0	190	530	0	323	1860	0	183	2302	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.07	0.12	0.00	0.11	0.43	0.00	0.06	0.40	0.00
Crit Volume:	177			177			162				576	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.737
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	67	1614	53	173	1431	408	396	365	32	127	320	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1614	53	173	1431	408	396	365	32	127	320	135
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1614	0	173	1431	0	396	365	0	127	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1614	0	173	1431	0	396	365	0	127	320	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1614	0	173	1431	0	396	365	0	127	320	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.12	0.33	0.00	0.14	0.13	0.00	0.09	0.11	0.00
Crit Volume:		538		173			198				160	
Crit Moves:		****		****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.451
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	18	0	40	9	2	2	29	1090	20	48	683	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	40	9	2	2	29	1090	20	48	683	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:	18	0	40	9	2	2	29	1090	20	48	683	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	40	9	2	2	29	1090	20	48	683	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:	18	0	40	9	2	2	29	1090	20	48	683	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.82	0.18	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1186	264	1450	1450	2848	52	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.38	0.38	0.03	0.24	0.02
Crit Volume:			40		11				555	48		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.400
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	922	34	79	1105	11	11	1	3	11	1	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:	5	922	34	79	1105	11	11	1	3	11	1	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:	5	922	34	79	1105	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	922	34	79	1105	11	11	1	3	11	1	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:	5	922	34	79	1105	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2797	103	1450	2871	29	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.05	0.38	0.38	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:			478	79			11				12	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:		Ovl			Ovl			Ovl			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	1	0 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	208	27	55	27	11	70	150	852	128	191	938	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:	208	27	55	27	11	70	150	852	128	191	938	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:	208	27	55	27	11	70	150	852	128	191	938	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	27	55	27	11	70	150	852	128	191	938	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:	208	27	55	27	11	70	150	852	128	191	938	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	0.23	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2567	333	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.10	0.29	0.09	0.13	0.32	0.02
Crit Volume:	118			27			150			469		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	87	607	58	26	869	91	151	2	116	14	1	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:	87	607	58	26	869	91	151	2	116	14	1	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:	87	607	58	26	869	91	151	2	116	14	1	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	607	58	26	869	91	151	2	116	14	1	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:	87	607	58	26	869	91	151	2	116	14	1	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2862	38	1450	1450	47	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.02	0.30	0.06	0.05	0.05	0.08	0.01	0.02	0.02
Crit Volume:	87			435			116		31			
Crit Moves:	****			****			****		****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	487	9	22	76	11	17	19	540	324	31	549	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	487	9	22	76	11	17	19	540	324	31	549	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	487	9	22	76	11	17	19	540	324	31	549	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	487	9	22	76	11	17	19	540	324	31	549	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	487	9	22	76	11	17	19	540	324	31	549	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2847	53	1450	1267	183	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.02	0.06	0.06	0.01	0.01	0.19	0.22	0.02	0.19	0.04
Crit Volume:	248			87				270		31		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	80	2	43	6	2	80	67	849	69	51	1029	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2	43	6	2	80	67	849	69	51	1029	3
User Adj:	1.00	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:	80	2	43	6	2	80	67	849	69	51	1029	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2	43	6	2	80	67	849	69	51	1029	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	2	43	6	2	80	67	849	69	51	1029	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1415	35	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.29	0.05	0.04	0.35	0.00
Crit Volume:		82				80	67				514	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	115	2	55	28	2	7	35	937	65	79	691	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	2	55	28	2	7	35	937	65	79	691	20
User Adj:	1.00	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:	115	2	55	28	2	7	35	937	65	79	691	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	55	28	2	7	35	937	65	79	691	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	2	55	28	2	7	35	937	65	79	691	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.76	0.05	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	50	1450	1097	78	274	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.02	0.32	0.04	0.05	0.24	0.01
Crit Volume:	59					37		468		79		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	16	1340	80	45	1060	245	126	31	7	53	69	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1340	80	45	1060	245	126	31	7	53	69	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1340	80	45	1060	0	126	31	7	53	69	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1340	80	45	1060	0	126	31	7	53	69	89
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:	16	1340	80	45	1060	0	126	31	7	53	69	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.06	0.03	0.37	0.00	0.09	0.02	0.00	0.04	0.05	0.06
Crit Volume:		670		45			126			69		
Crit Moves:		****		****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100			Critical Vol./Cap. (X):			0.566								
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	53			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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1			
Volume Module:															
Base Vol:	149	888	148	125	952	172	35	14	51	182	16	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:	149	888	148	125	952	172	35	14	51	182	16	44			
User Adj:	1.00	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:	149	888	148	125	952	172	35	14	51	182	16	44			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	149	888	148	125	952	172	35	14	51	182	16	44			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	149	888	148	125	952	172	35	14	51	182	16	44			
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.31	0.10	0.09	0.33	0.12	0.02	0.01	0.04	0.13	0.01	0.03			
Crit Volume:	149				476			14		182					
Crit Moves:	****				****			****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100			Critical Vol./Cap. (X):			0.551								
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	41			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
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	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0			
Volume Module:															
Base Vol:	86	1514	0	0	1319	122	70	0	51	0	0	0			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	86	1514	0	0	1319	122	70	0	51	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	86	1514	0	0	1319	122	70	0	51	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	86	1514	0	0	1319	122	70	0	51	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:	86	1514	0	0	1319	122	70	0	51	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.06	0.50	0.00	0.00	0.44	0.08	0.05	0.00	0.03	0.00	0.00	0.00			
Crit Volume:		757			0			70			0				
Crit Moves:		****			****			****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.857
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	947	1358	66	121	1686	244	314	531	588	67	574	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	947	1358	66	121	1686	244	314	531	588	67	574	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	947	1358	66	121	1686	244	314	531	588	67	574	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	947	1358	66	121	1686	244	314	531	588	67	574	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	947	1358	66	121	1686	244	314	531	588	67	574	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.33	0.31	0.05	0.08	0.29	0.17	0.11	0.18	0.41	0.05	0.13	0.06
Crit Volume:	474			422			157			191		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	19	662	399	23	1966	56	18	8	53	180	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	662	399	23	1966	56	18	8	53	180	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	662	399	23	1966	56	18	8	53	180	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	662	399	23	1966	56	18	8	53	180	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	662	399	23	1966	56	18	8	53	180	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	0.69	0.31	1.00	1.97	0.03	1.00
Final Sat.:	1450	2900	1450	1450	4230	120	1004	446	1450	2852	48	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.28	0.02	0.46	0.46	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0			674			53		92			
Crit Moves:	****			****			****		****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.651
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	104	1218	66	34	1174	165	506	6	328	193	6	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1218	66	34	1174	165	506	6	328	193	6	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1218	66	34	1174	165	506	6	0	193	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1218	66	34	1174	165	506	6	0	193	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1218	66	34	1174	165	506	6	0	193	6	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2866	34	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.05	0.02	0.27	0.11	0.18	0.18	0.00	0.13	0.00	0.00
Crit Volume:	104			391			256			193		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.552
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2412	60	0	2155	0	0	0	0	24	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	2412	60	0	2155	0	0	0	0	24	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2412	60	0	2155	0	0	0	0	24	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2412	60	0	2155	0	0	0	0	24	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2412	60	0	2155	0	0	0	0	24	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.04	0.00	0.48	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		804			0			0		24		
Crit Moves:		****			****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	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:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	27	427	455	574	1260	4	52	405	215	603	138	839
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	427	455	574	1260	4	52	405	215	603	138	839
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	27	427	455	574	1260	0	52	405	0	603	138	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	427	455	574	1260	0	52	405	0	603	138	839
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	27	427	455	574	1260	0	52	405	0	603	138	839
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.31	0.20	0.43	0.00	0.02	0.14	0.00	0.14	0.10	0.58
Crit Volume:	13			630			26					839
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.540
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	4	812	38	65	2038	0	15	3	1	142	3	182
Growth Adj:	1.00	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	812	38	65	2038	0	15	3	1	142	3	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	812	38	65	2038	0	15	3	1	142	3	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	812	38	65	2038	0	15	3	1	142	3	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	812	38	65	2038	0	15	3	1	142	3	182
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.67	0.33	1.00	1.96	0.04	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2500	500	1500	2938	62	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.03	0.04	0.45	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			679			9					182
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.829				
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	133	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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	254	1390	110	367	1637	423	235	344	105	370	1234	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1390	110	367	1637	423	235	344	105	370	1234	138
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1390	0	367	1637	0	235	344	105	370	1234	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1390	0	367	1637	0	235	344	105	370	1234	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	1390	0	367	1637	0	235	344	105	370	1234	138
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.13	0.38	0.00	0.08	0.12	0.07	0.13	0.28	0.10
Crit Volume:	127			546			118			411		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.857				
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	160	Level Of Service:	D				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	252	1486	94	15	2190	186	97	18	150	67	17	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	1486	94	15	2190	186	97	18	150	67	17	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	1486	94	15	2190	186	97	18	150	67	17	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	1486	94	15	2190	186	97	18	150	67	17	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	1486	94	15	2190	186	97	18	150	67	17	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.82	0.18	1.00	2.77	0.23	0.84	0.16	1.00	0.80	0.20	1.00
Final Sat.:	1450	4091	259	1450	4009	341	1223	227	1450	1157	293	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.36	0.01	0.55	0.55	0.08	0.08	0.10	0.06	0.06	0.02
Crit Volume:	252					792		115			84	
Crit Moves:	****					****		****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.985
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	339	667	716	175	1649	475	410	1362	108	713	1926	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:	339	667	716	175	1649	475	410	1362	108	713	1926	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	339	667	0	175	1649	0	410	1362	0	713	1926	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	667	0	175	1649	0	410	1362	0	713	1926	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	339	667	0	175	1649	0	410	1362	0	713	1926	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.06	0.28	0.00	0.14	0.31	0.00	0.16	0.44	0.00
Crit Volume:	170			412			205			642		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	44	1876	42	29	2095	51	33	0	23	23	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1876	42	29	2095	51	33	0	23	23	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1876	42	29	2095	51	33	0	23	23	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1876	42	29	2095	51	33	0	23	23	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1876	42	29	2095	51	33	0	23	23	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.93	0.07	1.00	2.93	0.07	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	1450	4255	95	1450	4247	103	854	0	596	725	0	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.49	0.49	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44			715			56			46		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.809
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	307	2354	65	80	2155	101	96	78	141	185	342	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	307	2354	65	80	2155	101	96	78	141	185	342	119
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	307	2354	0	80	2155	101	96	78	141	185	342	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	2354	0	80	2155	101	96	78	141	185	342	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	307	2354	0	80	2155	101	96	78	141	185	342	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4155	195	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.00	0.03	0.52	0.52	0.07	0.03	0.10	0.06	0.12	0.00
Crit Volume:	154					752	96				171	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.658
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	75	1852	151	299	1834	154	256	54	123	307	68	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1852	151	299	1834	154	256	54	123	307	68	244
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	75	1852	0	299	1834	154	256	54	0	307	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1852	0	299	1834	154	256	54	0	307	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	75	1852	0	299	1834	154	256	54	0	307	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.00	0.10	0.42	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		617			150			85			102	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	2	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	159	1596		1	15	1916		260	88		0	138	2		1	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	159	1596		1	15	1916		260	88		0	138	2		1	1
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	159	1596		1	15	1916		260	88		0	138	2		1	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	159	1596		1	15	1916		260	88		0	138	2		1	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	159	1596		1	15	1916		260	88		0	138	2		1	1
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	1.99		0.01	1.00	2.00		1.00	1.00		0.00	1.00	0.67		0.33	1.00
Final Sat.:	1450	2898		2	1450	2900		1450	1450		0	1450	967		483	1450
Capacity Analysis Module:																
Vol/Sat:	0.11	0.55		0.55	0.01	0.66		0.18	0.06		0.00	0.10	0.00		0.00	0.00
Crit Volume:	159					958			88						3	
Crit Moves:	****					****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	3	0	3	0 1	2	0	4	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	592	906		31	1036	983		336	618	1706		811	226	1989		648
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	592	906		31	1036	983		336	618	1706		811	226	1989		648
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	592	906		0	1036	983		0	618	1706		0	226	1989		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	592	906		0	1036	983		0	618	1706		0	226	1989		0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
FinalVolume:	592	906		0	1036	983		0	618	1706		0	226	1989		0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	3.00	3.00		1.00	2.00	4.00		1.00	2.00	4.00		1.00
Final Sat.:	2900	4350		1450	4350	4350		1450	2900	5800		1450	2900	5800		1450
Capacity Analysis Module:																
Vol/Sat:	0.20	0.21		0.00	0.24	0.23		0.00	0.21	0.29		0.00	0.08	0.34		0.00
Crit Volume:		302				345				309				497		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.788
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	151	1155	4	11	1571	447	527	3	154	13	18	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	1155	4	11	1571	447	527	3	154	13	18	20
User Adj:	1.00	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:	151	1155	4	11	1571	447	527	3	154	13	18	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	1155	4	11	1571	447	527	3	154	13	18	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	151	1155	4	11	1571	447	527	3	154	13	18	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	28	1422	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.01	0.54	0.31	0.18	0.11	0.11	0.01	0.01	0.01
Crit Volume:	76			786			263			18		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	68	826	0	43	1216	293	226	15	60	18	6	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	826	0	43	1216	293	226	15	60	18	6	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	826	0	43	1216	293	226	15	60	18	6	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	826	0	43	1216	293	226	15	60	18	6	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	826	0	43	1216	293	226	15	60	18	6	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.61	0.39	1.50	0.10	0.40	0.75	0.25	1.00
Final Sat.:	1450	2900	0	1450	2337	563	2177	145	578	1088	363	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.03	0.52	0.52	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	68			755			151			57		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.793
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	687	414	879	862	0	0	0	0	672	0	591
Growth Adj:	1.00	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	687	414	879	862	0	0	0	0	672	0	591
User Adj:	1.00	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	687	414	879	862	0	0	0	0	672	0	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	687	414	879	862	0	0	0	0	672	0	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	687	414	879	862	0	0	0	0	672	0	591
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.28	0.29	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.39
Crit Volume:			414	439			0			336		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120	Critical Vol./Cap. (X):	0.621
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	89	720	39	25	1095	105	123	16	77	103	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	720	39	25	1095	105	123	16	77	103	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	720	39	25	1095	105	123	16	77	103	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	720	39	25	1095	105	123	16	77	103	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	720	39	25	1095	105	123	16	77	103	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.82	0.18	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2846	154	1500	2738	263	1327	173	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	89				600			139		103		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.496
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	7	8	156	9	54	23	433	1	13	1106	411
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	7	8	156	9	54	23	433	1	13	1106	411
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	7	8	156	9	54	23	433	1	13	1106	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	8	156	9	54	23	433	1	13	1106	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	8	156	9	54	23	433	1	13	1106	411
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	625	875	1500	1418	82	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.04	0.02	0.14	0.00	0.01	0.37	0.27
Crit Volume:		12		156			23				553	
Crit Moves:		****		****			****				****	

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City of Roseville
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2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	36	0	73	0	0	0	0	577	27	202	1614	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:	36	0	73	0	0	0	0	577	27	202	1614	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	73	0	0	0	0	577	27	202	1614	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	73	0	0	0	0	577	27	202	1614	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:	36	0	73	0	0	0	0	577	27	202	1614	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.19	0.02	0.13	0.54	0.00
Crit Volume:	36				0			0			807	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.816
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	52	0	1131	521	1348	0	0	1317	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	1131	521	1348	0	0	1317	97
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	1131	521	1348	0	0	1317	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	1131	521	1348	0	0	1317	97
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	52	0	1131	521	1348	0	0	1317	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.38	0.17	0.45	0.00	0.00	0.44	0.06
Crit Volume:	0					566	0				659	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.657
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	177	190	59	41	93	50	31	382	81	219	1155	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	177	190	59	41	93	50	31	382	81	219	1155	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	177	190	59	41	93	50	31	382	81	219	1155	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	177	190	59	41	93	50	31	382	81	219	1155	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	177	190	59	41	93	50	31	382	81	219	1155	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.76	0.24	1.00	0.65	0.35	1.00	1.65	0.35	1.00	1.92	0.08
Final Sat.:	1450	1106	344	1450	943	507	1450	2393	507	1450	2787	113
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.03	0.10	0.10	0.02	0.16	0.16	0.15	0.41	0.41
Crit Volume:	177					143			31			601
Crit Moves:	****					****			****			****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.584
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	5	5	43	44	4	22	36	550	8	95	1525	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	5	43	44	4	22	36	550	8	95	1525	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	43	44	4	22	36	550	8	95	1525	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	43	44	4	22	36	550	8	95	1525	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	5	43	44	4	22	36	550	8	95	1525	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.02	0.02	0.19	0.01	0.07	0.53	0.04
Crit Volume:			5			44		36			763	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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:	Ovl			Ovl			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 1	0	1	0 1	0
Volume Module:												
Base Vol:	24	16	120	11	9	24	37	615	104	157	1715	15
Growth Adj:	1.00	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	16	120	11	9	24	37	615	104	157	1715	15
User Adj:	1.00	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	16	120	11	9	24	37	615	104	157	1715	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	16	120	11	9	24	37	615	104	157	1715	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	16	120	11	9	24	37	615	104	157	1715	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.55	0.45	1.00	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	870	580	1450	798	653	1450	1450	2481	419	1450	2875	25
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.01	0.01	0.02	0.03	0.25	0.25	0.11	0.60	0.60
Crit Volume:			40			20		37			865	
Crit Moves:		****			****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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	0	0	0	0	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	77	0	8	10	524	0	0	1533	73
Growth Adj:	1.00	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	77	0	8	10	524	0	0	1533	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	8	10	524	0	0	1533	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	8	10	524	0	0	1533	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	77	0	8	10	524	0	0	1533	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.00	0.09	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1359	0	141	1500	3000	0	0	2864	136
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.17	0.00	0.00	0.54	0.54
Crit Volume:	0					85	10				803	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.938
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1
Volume Module:												
Base Vol:	1020	546	1	3	1018	843	336	2	364	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1020	546	1	3	1018	843	336	2	364	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1020	546	1	3	1018	843	336	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1020	546	1	3	1018	843	336	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1020	546	1	3	1018	843	336	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.35	0.19	0.19	0.00	0.35	0.58	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	510					843		0				7
Crit Moves:	****					****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	46	207	58	171	327	763	425	270	28	133	1026	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	207	58	171	327	763	425	270	28	133	1026	170
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	207	0	171	327	0	425	270	0	133	1026	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	207	0	171	327	0	425	270	0	133	1026	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	207	0	171	327	0	425	270	0	133	1026	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.06	0.11	0.00	0.15	0.09	0.00	0.05	0.35	0.00
Crit Volume:		104			86			212			513	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.748
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	484	593	123	154	765	183	206	595	632	198	625	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	593	123	154	765	183	206	595	632	198	625	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	484	593	123	154	765	183	206	595	632	198	625	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	593	123	154	765	183	206	595	632	198	625	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	593	123	154	765	183	206	595	632	198	625	119
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.08	0.05	0.18	0.13	0.14	0.21	0.44	0.14	0.22	0.08
Crit Volume:	0				255				632	198		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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 2	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	332	526	131	10	685	104	78	245	486	192	430	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	332	526	131	10	685	104	78	245	486	192	430	83
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	332	526	0	10	685	104	78	245	0	192	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	526	0	10	685	104	78	245	0	192	430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	332	526	0	10	685	104	78	245	0	192	430	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3777	573	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.01	0.18	0.18	0.05	0.08	0.00	0.13	0.15	0.00
Crit Volume:	332					263		123		192		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.403
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	105	0	56	0	0	0	0	733	124	133	806	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:	105	0	56	0	0	0	0	733	124	133	806	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	56	0	0	0	0	733	124	133	806	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	56	0	0	0	0	733	124	133	806	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:	105	0	56	0	0	0	0	733	124	133	806	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.24	0.08	0.09	0.27	0.00
Crit Volume:	105					0		367		133		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	87	657	55	236	740	123	219	14	96	151	20	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	657	55	236	740	123	219	14	96	151	20	374
User Adj:	1.00	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:	87	657	55	236	740	123	219	14	96	151	20	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	657	55	236	740	123	219	14	96	151	20	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	87	657	55	236	740	123	219	14	96	151	20	374
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.23	1.00	3.00	1.00	1.88	0.12	1.00	0.88	0.12	1.00
Final Sat.:	1450	4014	336	1450	4350	1450	2726	174	1450	1280	170	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.16	0.17	0.08	0.08	0.08	0.07	0.12	0.12	0.26
Crit Volume:			237	236			117				171	
Crit Moves:			****	****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.604
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	734	80	411	813	0	0	0	0	50	0	250
Growth Adj:	1.00	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	734	80	411	813	0	0	0	0	50	0	250
User Adj:	1.00	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	734	80	411	813	0	0	0	0	50	0	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	734	80	411	813	0	0	0	0	50	0	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	734	80	411	813	0	0	0	0	50	0	250
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.05	0.27	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Crit Volume:		245		411			0					250
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.622
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	81	667	72	248	1240	75	98	21	75	152	14	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	667	72	248	1240	75	98	21	75	152	14	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	81	667	72	248	1240	75	98	21	75	152	14	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	667	72	248	1240	75	98	21	75	152	14	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	667	72	248	1240	75	98	21	75	152	14	398
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	3.00	1.00	0.82	0.18	1.00	0.92	0.08	1.00
Final Sat.:	1450	2617	283	1450	4350	1450	1194	256	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.17	0.29	0.05	0.08	0.08	0.05	0.11	0.11	0.27
Crit Volume:		370		248				119			166	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.197
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	0
Volume Module:												
Base Vol:	2	1	5	6	1	8	3	490	14	10	231	15
Growth Adj:	1.00	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	1	5	6	1	8	3	490	14	10	231	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	6	1	8	3	490	14	10	231	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	6	1	8	3	490	14	10	231	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	6	1	8	3	490	14	10	231	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.40	0.07	0.53	1.00	1.94	0.06	1.00	1.88	0.12
Final Sat.:	363	181	906	580	97	773	1450	2819	81	1450	2723	177
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.17	0.17	0.01	0.08	0.08
Crit Volume:		8				15		252		10		
Crit Moves:		****				****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	5	0	13	128	0	223	83	336	2	5	589	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	128	0	223	83	336	2	5	589	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	128	0	223	83	336	2	5	589	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	128	0	223	83	336	2	5	589	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	13	128	0	223	83	336	2	5	589	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1450	0	1450	1450	0	1450	1450	2883	17	1450	2624	276
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.15	0.06	0.12	0.12	0.00	0.22	0.22
Crit Volume:	5					223	83				326	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.963
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	640	1628	681	149	1028	162	200	345	632	842	302	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:	640	1628	681	149	1028	162	200	345	632	842	302	154
User Adj:	1.00	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:	640	1628	681	149	1028	162	200	345	632	842	302	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	640	1628	681	149	1028	162	200	345	632	842	302	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	640	1628	681	149	1028	162	200	345	632	842	302	154
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.47	0.05	0.24	0.11	0.07	0.12	0.44	0.29	0.10	0.11
Crit Volume:	0				343				632	421		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.896		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	D		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	331	1344	1003	24	1013	63	54	402	288	1223	769	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:	331	1344	1003	24	1013	63	54	402	288	1223	769	33
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	331	1344	0	24	1013	0	54	402	0	1223	769	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	1344	0	24	1013	0	54	402	0	1223	769	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	331	1344	0	24	1013	0	54	402	0	1223	769	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.01	0.23	0.00	0.02	0.14	0.00	0.28	0.53	0.00
Crit Volume:	166			338			27			769		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.793		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	110	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:	Ignore			Ignore			Ignore			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	249	25	22	65	18	15	5	2367	10	94	2289	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	25	22	65	18	15	5	2367	10	94	2289	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	249	25	0	65	18	0	5	2367	0	94	2289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	25	0	65	18	0	5	2367	0	94	2289	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	249	25	0	65	18	0	5	2367	0	94	2289	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.04	0.01	0.00	0.00	0.54	0.00	0.06	0.53	0.00
Crit Volume:	249			18			789			94		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	73	1569	251	96	940	25	14	14	35	328	28	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1569	251	96	940	25	14	14	35	328	28	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1569	251	96	940	25	14	14	35	328	28	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1569	251	96	940	25	14	14	35	328	28	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1569	251	96	940	25	14	14	35	328	28	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.34	0.66
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	489	961
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.17	0.07	0.22	0.02	0.01	0.01	0.02	0.11	0.06	0.06
Crit Volume:		523		96					35	164		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	155	265	78	135	40	15	257	12	396	384	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:	7	155	265	78	135	40	15	257	12	396	384	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	155	265	78	135	40	15	257	12	396	384	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	155	265	78	135	40	15	257	12	396	384	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	155	265	78	135	40	15	257	12	396	384	75
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.18	0.05	0.09	0.03	0.01	0.09	0.01	0.27	0.13	0.05
Crit Volume:		155		78				129		396		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	36	0	43	60	1452	0	0	2091	17
Growth Adj:	1.00	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	36	0	43	60	1452	0	0	2091	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	43	60	1452	0	0	2091	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	43	60	1452	0	0	2091	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	36	0	43	60	1452	0	0	2091	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.48	0.00	0.00	0.70	0.01
Crit Volume:	0					43	60				1046	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.348
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	9	15	20	24	36	34	17	657	16	65	896	16
Growth Adj:	1.00	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	15	20	24	36	34	17	657	16	65	896	16
User Adj:	1.00	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:	9	15	20	24	36	34	17	657	16	65	896	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	15	20	24	36	34	17	657	16	65	896	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	15	20	24	36	34	17	657	16	65	896	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.23	0.01	0.04	0.31	0.01
Crit Volume:		15			24			17			448	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap. (X):	0.774
Loss Time (sec):	0	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:	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	0	0	0	0	0	1!	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	59	0	23	12	1450	0	0	2052	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:	0	0	0	59	0	23	12	1450	0	0	2052	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	59	0	23	12	1450	0	0	2052	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	59	0	23	12	1450	0	0	2052	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	59	0	23	12	1450	0	0	2052	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1079	0	421	1500	3000	0	0	2885	115
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.48	0.00	0.00	0.71	0.71
Crit Volume:	0					82	12				1067	
Crit Moves:						****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.197
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	553	1027		979		415	1137		40		43	1713		717		886	1928		249	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	553	1027		979		415	1137		40		43	1713		717		886	1928		249	
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
PHF Volume:	553	1027		0		415	1137		0		43	1713		0		886	1928		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	553	1027		0		415	1137		0		43	1713		0		886	1928		0	
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
FinalVolume:	553	1027		0		415	1137		0		43	1713		0		886	1928		0	
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450		1450	1450		1450		1450	1450		1450	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	3.00	2.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00	
Final Sat.:	4350	2900		1450		2900	4350		1450		2900	4350		1450		2900	4350		1450	
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.35		0.00		0.14	0.26		0.00		0.01	0.39		0.00		0.31	0.44		0.00	
Crit Volume:		514				208						571				443				
Crit Moves:		****				****						****				****				

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.694
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	110	0	6	12	1349	0	0	1839	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	110	0	6	12	1349	0	0	1839	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	110	0	6	12	1349	0	0	1839	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	110	0	6	12	1349	0	0	1839	243
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	110	0	6	12	1349	0	0	1839	243
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.45	0.00	0.00	0.61	0.16
Crit Volume:		0		110			12				920	
Crit Moves:				****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.826
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	336	2702	37	83	2366	291	471	6	431	169	5	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	2702	37	83	2366	291	471	6	431	169	5	169
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	336	2702	0	83	2366	0	471	6	0	169	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	2702	0	83	2366	0	471	6	0	169	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	336	2702	0	83	2366	0	471	6	0	169	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.00	0.03	0.54	0.00	0.16	0.00	0.00	0.06	0.00	0.00
Crit Volume:	168				789		236				5	
Crit Moves:	****				****		****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120					Critical Vol./Cap. (X):				0.897						
Loss Time (sec):	12					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	180					Level Of Service:				D						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	176	514	357		107	1095	321		162	1894	115		432	2165	188	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	176	514	357		107	1095	321		162	1894	115		432	2165	188	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	176	514	0		107	1095	321		162	1894	115		432	2165	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	176	514	0		107	1095	321		162	1894	115		432	2165	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	176	514	0		107	1095	321		162	1894	115		432	2165	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00	
Final Sat.:	2900	2900	1450		2900	4350	1450		2900	4350	1450		2900	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.18	0.00		0.04	0.25	0.22		0.06	0.44	0.08		0.15	0.37	0.00	
Crit Volume:	88					365				631			216			
Crit Moves:	****					****				****			****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120					Critical Vol./Cap. (X):				0.634						
Loss Time (sec):	9					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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	6	0	243		0	0	0		0	1844	179		160	2605	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:	6	0	243		0	0	0		0	1844	179		160	2605	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	0	243		0	0	0		0	1844	179		160	2605	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	243		0	0	0		0	1844	179		160	2605	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:	6	0	243		0	0	0		0	1844	179		160	2605	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.73	0.27		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4102	398		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.16		0.00	0.00	0.00		0.00	0.45	0.45		0.11	0.58	0.00	
Crit Volume:			243		0				0				868			
Crit Moves:			****						****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	289	661	395	379	820	228	145	1308	177	495	1774	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	661	395	379	820	228	145	1308	177	495	1774	276
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	289	661	0	379	820	0	145	1308	0	495	1774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	661	0	379	820	0	145	1308	0	495	1774	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	289	661	0	379	820	0	145	1308	0	495	1774	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.00	0.13	0.28	0.00	0.05	0.30	0.00	0.17	0.41	0.00
Crit Volume:	145				410			436		248		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	3	813	96	76	1566	14	12	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	813	96	76	1566	14	12	8	6	52	6	62
User Adj:	1.00	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:	3	813	96	76	1566	14	12	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	813	96	76	1566	14	12	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	813	96	76	1566	14	12	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2594	306	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	3					790		20			58	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.497
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	819	91	159	1483	0	0	0	0	4	0	103
Growth Adj:	1.00	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	819	91	159	1483	0	0	0	0	4	0	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:	0	819	91	159	1483	0	0	0	0	4	0	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	819	91	159	1483	0	0	0	0	4	0	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	1.00	1.00	1.00
FinalVolume:	0	819	91	159	1483	0	0	0	0	4	0	103
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2700	300	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0				742			0		4		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1	0	1	0 2	0	1	0 1	0	1	0 0 1
Volume Module:												
Base Vol:	50	810	42	46	1345	31	6	21	126	152	23	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	810	42	46	1345	31	6	21	126	152	23	143
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	810	42	46	1345	0	6	21	126	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	810	42	46	1345	0	6	21	126	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	810	42	46	1345	0	6	21	126	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2757	143	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0				673				126		175	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.277
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	258	0	30	26	249	0	1	262	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	258	0	30	26	249	0	1	262	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	258	0	30	26	249	0	1	262	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	258	0	30	26	249	0	1	262	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:	0	0	0	258	0	30	26	249	0	1	262	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:		0		258			26				131	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec):	100	Critical Vol./Cap. (X):	0.806
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	57	0	90	0	0	0	0	2203	250	385	1858	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	0	90	0	0	0	0	2203	250	385	1858	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	90	0	0	0	0	2203	250	385	1858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	90	0	0	0	0	2203	250	385	1858	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:	57	0	90	0	0	0	0	2203	250	385	1858	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.17	0.26	0.41	0.00
Crit Volume:			90		0			734		385		
Crit Moves:			****					****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120				Critical Vol./Cap. (X):				0.795						
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	111				Level Of Service:				C						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	0	0	1	1	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	14	3	11		249	5	303		94	2686	7		40	2373	295	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	3	11		249	5	303		94	2686	7		40	2373	295	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	3	11		249	5	303		94	2686	7		40	2373	295	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	3	11		249	5	303		94	2686	7		40	2373	295	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	14	3	11		249	5	303		94	2686	7		40	2373	295	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.65	0.35	1.00		1.96	0.04	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2388	512	1450		2843	57	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.09	0.09	0.21		0.06	0.62	0.00		0.03	0.55	0.20	
Crit Volume:	9						303			895			40			
Crit Moves:	****						****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120				Critical Vol./Cap. (X):				0.836						
Loss Time (sec):	9				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	113				Level Of Service:				D						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Ovl				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:	0	1	0	0	1	2	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	5	2	11		1101	3	294		182	2096	3		15	1923	693	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	2	11		1101	3	294		182	2096	3		15	1923	693	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	2	11		1101	3	294		182	2096	3		15	1923	693	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2	11		1101	3	294		182	2096	3		15	1923	693	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2	11		1101	3	294		182	2096	3		15	1923	693	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.71	0.29	1.00		2.99	0.01	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1071	429	1500		4488	12	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.25	0.25	0.20		0.12	0.47	0.00		0.01	0.43	0.46	
Crit Volume:			11		368				182						693	
Crit Moves:			****		****				****						****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.915
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	631	101	303	35	186	227	67	2300	730	245	2460	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:	631	101	303	35	186	227	67	2300	730	245	2460	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	631	101	0	35	186	227	67	2300	0	245	2460	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	101	0	35	186	227	67	2300	0	245	2460	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	631	101	0	35	186	227	67	2300	0	245	2460	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.59	0.41	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3750	600	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.06	0.16	0.02	0.53	0.00	0.08	0.57	0.02
Crit Volume:	244					227		767		123		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.810
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	210	85	262	8	176	80	35	2894	162	256	2243	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:	210	85	262	8	176	80	35	2894	162	256	2243	98
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	210	85	0	8	176	0	35	2894	0	256	2243	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	85	0	8	176	0	35	2894	0	256	2243	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	210	85	0	8	176	0	35	2894	0	256	2243	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	0.58	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2064	836	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.01	0.12	0.00	0.01	0.50	0.00	0.09	0.39	0.00
Crit Volume:		148			176			724		128		
Crit Moves:		****			****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	114	0	444	605	1833	2	7	2121	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	114	0	444	605	1833	2	7	2121	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	114	0	444	605	1833	2	7	2121	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	114	0	444	605	1833	2	7	2121	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	114	0	444	605	1833	2	7	2121	134
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.42	0.42	0.00	0.49	0.09
Crit Volume:	2			57			303				707	
Crit Moves:	****			****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.820
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	388	320	129	491	366	140	223	2369	346	236	2177	756
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	388	320	129	491	366	140	223	2369	346	236	2177	756
User Adj:	1.00	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:	388	320	129	491	366	140	223	2369	346	236	2177	756
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	388	320	129	491	366	140	223	2369	346	236	2177	756
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	388	320	129	491	366	140	223	2369	346	236	2177	756
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.09	0.17	0.08	0.10	0.08	0.41	0.24	0.08	0.50	0.52
Crit Volume:		107			245			112			726	
Crit Moves:		****			****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore				Ignore				Ignore				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:	0	1	0	0 1	1	1	0	0 1	2	0	4	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	19	1	28		90	1	146		165	3047	41		34	2442	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	1	28		90	1	146		165	3047	41		34	2442	83	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	19	1	0		90	1	0		165	3047	0		34	2442	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1	0		90	1	0		165	3047	0		34	2442	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	19	1	0		90	1	0		165	3047	0		34	2442	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.95	0.05	1.00		1.98	0.02	1.00		2.00	4.00	1.00		1.00	4.00	1.00	
Final Sat.:	1378	73	1450		2868	32	1450		2900	5800	1450		1450	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.00		0.03	0.03	0.00		0.06	0.53	0.00		0.02	0.42	0.00	
Crit Volume:		20				46				762				34		
Crit Moves:	****				****				****				****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.604
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2134	156		117	1766	0		0	0	0		77	0	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:	0	2134	156		117	1766	0		0	0	0		77	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:	1.00	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	2134	156		117	1766	0		0	0	0		77	0	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2134	156		117	1766	0		0	0	0		77	0	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2134	156		117	1766	0		0	0	0		77	0	82	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.10		0.08	0.39	0.00		0.00	0.00	0.00		0.05	0.00	0.05	
Crit Volume:		711				117				0				77		
Crit Moves:		****				****								****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	479	528	86	387	928	37	37	701	388	189	430	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	528	86	387	928	37	37	701	388	189	430	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	528	86	387	928	37	37	701	388	189	430	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	528	86	387	928	37	37	701	388	189	430	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	479	528	86	387	928	37	37	701	388	189	430	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.06	0.13	0.21	0.03	0.03	0.24	0.27	0.13	0.15	0.08
Crit Volume:	240			309			351			189		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	217	1688	8	11	1853	60	150	27	256	5	13	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:	217	1688	8	11	1853	60	150	27	256	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	217	1688	8	11	1853	60	150	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	1688	8	11	1853	60	150	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	217	1688	8	11	1853	60	150	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2458	442	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	217			618			89			24		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.496
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	58	0	53	0	0	0	0	1165	149	103	973	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:	58	0	53	0	0	0	0	1165	149	103	973	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	53	0	0	0	0	1165	149	103	973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	53	0	0	0	0	1165	149	103	973	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:	58	0	53	0	0	0	0	1165	149	103	973	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.39	0.10	0.07	0.32	0.00
Crit Volume:	58			0			583			103		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.605
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	28	1503	123	315	1838	4	106	186	133	33	20	192
Growth Adj:	1.00	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	1503	123	315	1838	4	106	186	133	33	20	192
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1503	0	315	1838	4	106	186	133	33	20	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1503	0	315	1838	4	106	186	133	33	20	192
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1503	0	315	1838	4	106	186	133	33	20	192
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4341	9	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.00	0.11	0.42	0.42	0.07	0.13	0.09	0.02	0.01	0.13
Crit Volume:		501		158				186		33		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.605
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	107	1895	0	0	1600	243	359	0	330	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:	107	1895	0	0	1600	243	359	0	330	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1895	0	0	1600	243	359	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1895	0	0	1600	243	359	0	330	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:	107	1895	0	0	1600	243	359	0	330	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.00	0.00	0.36	0.16	0.12	0.00	0.22	0.00	0.00	0.00
Crit Volume:		632		0					330	0		
Crit Moves:		****		****					****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.816
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	761	1265	31	204	1727	78	112	411	688	44	213	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	761	1265	31	204	1727	78	112	411	688	44	213	66
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	761	1265	0	204	1727	0	112	411	0	44	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	761	1265	0	204	1727	0	112	411	0	44	213	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	761	1265	0	204	1727	0	112	411	0	44	213	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.00	0.07	0.40	0.00	0.04	0.14	0.00	0.02	0.07	0.00
Crit Volume:	381				576			205		22		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120				Critical Vol./Cap. (X):				0.645							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	64				Level Of Service:				B							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	107	1185	19		5	1370	12		5	7	105		30	7	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	107	1185	19		5	1370	12		5	7	105		30	7	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	107	1185	19		5	1370	12		5	7	105		30	7	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	107	1185	19		5	1370	12		5	7	105		30	7	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	107	1185	19		5	1370	12		5	7	105		30	7	1	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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		0.42	0.58	1.00		0.79	0.18	0.03	
Final Sat.:	1450	2900	1450		1450	2900	1450		604	846	1450		1145	267	38	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.41	0.01		0.00	0.47	0.01		0.01	0.01	0.07		0.03	0.03	0.03	
Crit Volume:	107					685					105				38	
Crit Moves:	****					****					****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120				Critical Vol./Cap. (X):				0.517							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	47				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	114	783	31		27	1162	24		22	3	82		15	3	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:	114	783	31		27	1162	24		22	3	82		15	3	11	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	114	783	31		27	1162	24		22	3	82		15	3	11	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	783	31		27	1162	24		22	3	82		15	3	11	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	114	783	31		27	1162	24		22	3	82		15	3	11	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.92	0.08		1.00	1.96	0.04		0.88	0.12	1.00		0.83	0.17	1.00	
Final Sat.:	1450	2790	110		1450	2841	59		1276	174	1450		1208	242	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.28		0.02	0.41	0.41		0.02	0.02	0.06		0.01	0.01	0.01	
Crit Volume:	114						593			25				18		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.744
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1	418	137	336	1092	208	40	1002	4	62	860	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	418	137	336	1092	208	40	1002	4	62	860	250
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	418	0	336	1092	0	40	1002	0	62	860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	418	0	336	1092	0	40	1002	0	62	860	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	418	0	336	1092	0	40	1002	0	62	860	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.12	0.38	0.00	0.01	0.35	0.00	0.02	0.30	0.00
Crit Volume:	0			546			501			31		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	43	6	6	13	79	257	34	828	63	38	637	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	6	13	79	257	34	828	63	38	637	10
User Adj:	1.00	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:	43	6	6	13	79	257	34	828	63	38	637	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	6	6	13	79	257	34	828	63	38	637	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	6	6	13	79	257	34	828	63	38	637	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.11	0.11	0.14	0.86	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	1134	158	158	205	1245	1450	1450	2695	205	1450	2855	45
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.18	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:		55				257		446		38		
Crit Moves:		****				****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.747
Loss Time (sec):	9	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			Permitted			Permitted		
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:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	273	349	320	521	0	0	0	0	466	0	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	273	349	320	521	0	0	0	0	466	0	436
User Adj:	1.00	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	273	349	320	521	0	0	0	0	466	0	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	349	320	521	0	0	0	0	466	0	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	273	349	320	521	0	0	0	0	466	0	436
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.03	0.00	0.97
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1550	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.35	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Volume:			349	320					0	451		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec):	100	Critical Vol./Cap. (X):	0.328
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	1	12	13	0	128	176	433	23	12	302	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:	7	1	12	13	0	128	176	433	23	12	302	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:	7	1	12	13	0	128	176	433	23	12	302	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	12	13	0	128	176	433	23	12	302	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:	7	1	12	13	0	128	176	433	23	12	302	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.05	0.60	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	508	73	870	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:		20				128	176				151	
Crit Moves:		****				****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec):	100	Critical Vol./Cap. (X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	112	1005	0		2	1013	64		25	0	49		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	1005	0		2	1013	64		25	0	49		0	0	1	
User Adj:	1.00	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:	112	1005	0		2	1013	64		25	0	49		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	1005	0		2	1013	64		25	0	49		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	112	1005	0		2	1013	64		25	0	49		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	0	1500		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.34	0.00		0.00	0.34	0.04		0.02	0.00	0.03		0.00	0.00	0.00	
Crit Volume:	112					507					49		0			
Crit Moves:	****					****					****		****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap. (X):	0.589
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	232	775	3		1	834	171		190	2	230		3	5	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	232	775	3		1	834	171		190	2	230		3	5	3	
User Adj:	1.00	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:	232	775	3		1	834	171		190	2	230		3	5	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	775	3		1	834	171		190	2	230		3	5	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	232	775	3		1	834	171		190	2	230		3	5	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.38	0.62	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	13	1487		563	938	1500	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.00		0.00	0.28	0.11		0.06	0.15	0.15		0.01	0.01	0.00	
Crit Volume:	232					417				232			3			
Crit Moves:	****					****				****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	105	1147	32	243	1442	208	96	507	546	45	374	225
Growth Adj:	1.00	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	1147	32	243	1442	208	96	507	546	45	374	225
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	105	1147	0	243	1442	0	96	507	0	45	374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1147	0	243	1442	0	96	507	0	45	374	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	105	1147	0	243	1442	0	96	507	0	45	374	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.08	0.33	0.00	0.07	0.17	0.00	0.02	0.13	0.00
Crit Volume:	53			481			96			187		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	1305	59	106	1433	55	203	12	336	128	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1305	59	106	1433	55	203	12	336	128	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1305	59	106	1433	55	203	12	336	128	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1305	59	106	1433	55	203	12	336	128	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1305	59	106	1433	55	203	12	336	128	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4162	188	1450	4189	161	2738	162	1450	1406	44	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.07	0.34	0.34	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	181					496			336		132	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	350	1812	71	46	2078	334	263	92	157	56	135	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	1812	71	46	2078	334	263	92	157	56	135	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	1812	71	46	2078	334	263	92	157	56	135	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	1812	71	46	2078	334	263	92	157	56	135	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	350	1812	71	46	2078	334	263	92	157	56	135	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.54	0.54	0.92	0.53	1.27	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2229	781	1340	766	1847	287
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.03	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	175			693			171			106		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	266	1019	13	4	982	58	90	7	460	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1019	13	4	982	58	90	7	460	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1019	13	4	982	58	90	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1019	13	4	982	58	90	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1019	13	4	982	58	90	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2784	216	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			491			49			18		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	311	1120	265	78	863	45	71	399	178	213	299	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1120	265	78	863	45	71	399	178	213	299	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	1120	265	78	863	45	71	399	178	213	299	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1120	265	78	863	45	71	399	178	213	299	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	311	1120	265	78	863	45	71	399	178	213	299	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1381	69
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.18	0.03	0.20	0.03	0.05	0.14	0.12	0.07	0.22	0.22
Crit Volume:	156			288			199			314		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	494	1533	315	67	1095	36	35	85	324	385	124	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1533	315	67	1095	36	35	85	324	385	124	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1533	315	67	1095	36	35	85	324	385	124	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1533	315	67	1095	36	35	85	324	385	124	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	494	1533	315	67	1095	36	35	85	324	385	124	125
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.59	0.59
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2644	850	856
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.22	0.02	0.25	0.02	0.02	0.06	0.22	0.15	0.15	0.15
Crit Volume:	247			365			85			212		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	23	1259	31	13	942	289	320	17	39	33	15	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1259	31	13	942	289	320	17	39	33	15	17
User Adj:	1.00	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:	23	1259	31	13	942	289	320	17	39	33	15	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1259	31	13	942	289	320	17	39	33	15	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1259	31	13	942	289	320	17	39	33	15	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.47	0.53
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	680	770
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.22	0.20	0.22	0.04	0.04	0.01	0.02	0.02
Crit Volume:		420		13			320				32	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	39	1413	63	4	1778	50	62	11	66	39	17	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1413	63	4	1778	50	62	11	66	39	17	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1413	63	4	1778	50	62	11	66	39	17	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1413	63	4	1778	50	62	11	66	39	17	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	1413	63	4	1778	50	62	11	66	39	17	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.18	0.82
Final Sat.:	1500	2872	128	1500	2918	82	1500	1500	1500	1500	274	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.61	0.61	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	39					914	62					93
Crit Moves:	****					****	****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.918
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	31	2051	59	7	2261	207	25	0	254	255	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	2051	59	7	2261	207	25	0	254	255	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	2051	59	7	2261	207	25	0	254	255	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	2051	59	7	2261	207	25	0	254	255	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	2051	59	7	2261	207	25	0	254	255	0	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	1.00	2.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4228	122	1450	3985	365	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.00	0.57	0.57	0.02	0.00	0.18	0.18	0.00	0.02
Crit Volume:	0					823			254	255		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.706
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2068	37	36	2376	83	51	18	11	90	22	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2068	37	36	2376	83	51	18	11	90	22	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2068	37	36	2376	83	51	18	11	90	22	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2068	37	36	2376	83	51	18	11	90	22	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2068	37	36	2376	83	51	18	11	90	22	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.50	0.12	0.38
Final Sat.:	1500	4421	79	1500	4348	152	956	338	206	750	183	567
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.02	0.55	0.55	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	9					820	51				180	
Crit Moves:	****					****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.613
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	1534	38	85	1727	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1534	38	85	1727	0	0	0	0	49	0	60
User Adj:	1.00	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	1534	38	85	1727	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1534	38	85	1727	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1534	38	85	1727	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2927	73	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.06	0.58	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			786	85				0		49		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.462
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	1	1	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	802	11	283	884	0	0	0	0	3	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	802	11	283	884	0	0	0	0	3	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	802	11	283	884	0	0	0	0	3	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	802	11	283	884	0	0	0	0	3	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	802	11	283	884	0	0	0	0	3	0	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2959	41	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.19	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:			407	283				0		3		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec):	120			Critical Vol./Cap. (X):			0.753						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	75			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1	
Volume Module:													
Base Vol:	5	804	84	239	1659	19	1	3	4	236	4	282	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	5	804	84	239	1659	19	1	3	4	236	4	282	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	5	804	84	239	1659	19	1	3	4	236	4	282	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	5	804	84	239	1659	19	1	3	4	236	4	282	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	804	84	239	1659	19	1	3	4	236	4	282	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	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	1.81	0.19	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00	
Final Sat.:	1450	2626	274	1450	2867	33	181	544	725	1426	24	1450	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.31	0.31	0.16	0.58	0.58	0.01	0.01	0.01	0.17	0.17	0.19	
Crit Volume:	5					839		8			240		
Crit Moves:	****					****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec):	120			Critical Vol./Cap. (X):			0.798						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	113			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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1	
Volume Module:													
Base Vol:	60	832	15	11	1811	75	65	1	27	82	6	23	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	60	832	15	11	1811	75	65	1	27	82	6	23	
User Adj:	1.00	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:	60	832	15	11	1811	75	65	1	27	82	6	23	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	60	832	15	11	1811	75	65	1	27	82	6	23	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	60	832	15	11	1811	75	65	1	27	82	6	23	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	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	0.98	0.02	1.00	0.93	0.07	1.00	
Final Sat.:	1450	2900	1450	1450	2785	115	1428	22	1450	1351	99	1450	
Capacity Analysis Module:													
Vol/Sat:	0.04	0.29	0.01	0.01	0.65	0.65	0.05	0.05	0.02	0.06	0.06	0.02	
Crit Volume:	60					943		66			88		
Crit Moves:	****					****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				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:	0	0	2	0 1	1	0	2	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	478	171		29	1109	0		0	0	0		118	0	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	478	171		29	1109	0		0	0	0		118	0	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	478	171		29	1109	0		0	0	0		118	0	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	478	171		29	1109	0		0	0	0		118	0	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	478	171		29	1109	0		0	0	0		118	0	29	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	3000	1500		1500	3000	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.11		0.02	0.37	0.00		0.00	0.00	0.00		0.08	0.00	0.02	
Crit Volume:	0					555					0		118			
Crit Moves:	****					****							****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				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	0 1	1	0	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	68	0	174		197	0	240		76	1229		82	455	1122	239	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Initial Bse:	68	0	174		197	0	240		76	1229		82	455	1122	239	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
PHF Volume:	68	0	174		197	0	240		76	1229		82	455	1122	239	
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0	0	
Reduced Vol:	68	0	174		197	0	240		76	1229		82	455	1122	239	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
FinalVolume:	68	0	174		197	0	240		76	1229		82	455	1122	239	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		1.00	0.00	1.00		1.00	2.00		1.00	1.00	2.00	1.00	
Final Sat.:	1450	0	1450		1450	0	1450		1450	2900		1450	1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.12		0.14	0.00	0.17		0.05	0.42		0.06	0.31	0.39	0.16	
Crit Volume:	68						240			615			455			
Crit Moves:	****						****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120				Critical Vol./Cap. (X):				0.642						
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	64				Level Of Service:				B						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	232	889	28		15	1254	51		21	2	99		22	1	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:	232	889	28		15	1254	51		21	2	99		22	1	8	
User Adj:	1.00	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:	232	889	28		15	1254	51		21	2	99		22	1	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	232	889	28		15	1254	51		21	2	99		22	1	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	232	889	28		15	1254	51		21	2	99		22	1	8	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.94	0.06		1.00	1.92	0.08		0.91	0.09	1.00		0.96	0.04	1.00	
Final Sat.:	1450	2811	89		1450	2787	113		1324	126	1450		1387	63	1450	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.32	0.32		0.01	0.45	0.45		0.02	0.02	0.07		0.02	0.02	0.01	
Crit Volume:	232						653			23				23		
Crit Moves:	****						****			****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100				Critical Vol./Cap. (X):				0.554						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	51				Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	46	659	8		40	1254	81		71	0	30		15	3	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	46	659	8		40	1254	81		71	0	30		15	3	19	
User Adj:	1.00	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:	46	659	8		40	1254	81		71	0	30		15	3	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	46	659	8		40	1254	81		71	0	30		15	3	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	46	659	8		40	1254	81		71	0	30		15	3	19	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.98	0.02		1.00	1.88	0.12		1.00	0.00	1.00		0.83	0.17	1.00	
Final Sat.:	1450	2865	35		1450	2724	176		1450	0	1450		1208	242	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.23	0.23		0.03	0.46	0.46		0.05	0.00	0.02		0.01	0.01	0.01	
Crit Volume:	46						668			71					19	
Crit Moves:	****						****			****					****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.691
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	765	32	100	1230	63	31	11	24	45	13	388
Growth Adj:	1.00	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	765	32	100	1230	63	31	11	24	45	13	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	765	32	100	1230	63	31	11	24	45	13	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	765	32	100	1230	63	31	11	24	45	13	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	765	32	100	1230	63	31	11	24	45	13	388
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.90	0.10	0.74	0.26	1.00	1.55	0.45	1.00
Final Sat.:	1450	2784	116	1450	2759	141	1070	380	1450	2250	650	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.07	0.45	0.45	0.03	0.03	0.02	0.02	0.02	0.27
Crit Volume:	26					647		42				388
Crit Moves:	****					****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	90	273	22	20	936	13	6	0	92	37	0	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:	90	273	22	20	936	13	6	0	92	37	0	9
User Adj:	1.00	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:	90	273	22	20	936	13	6	0	92	37	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	273	22	20	936	13	6	0	92	37	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	273	22	20	936	13	6	0	92	37	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.85	0.15	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2684	216	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.01	0.32	0.01	0.00	0.00	0.06	0.03	0.00	0.01
Crit Volume:	90				468				92	37		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.660
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	83	0	466	0	0	0	0	1322	861	125	1898	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:	83	0	466	0	0	0	0	1322	861	125	1898	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	83	0	0	0	0	0	0	1322	0	125	1898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	0	0	0	0	0	1322	0	125	1898	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	83	0	0	0	0	0	0	1322	0	125	1898	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.08	0.63	0.00
Crit Volume:	42					0			0			949
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	315	0	1083	72	578	519	0	753	184	577	1077	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	0	1083	72	578	519	0	753	184	577	1077	371
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	315	0	1083	72	578	0	0	753	184	577	1077	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	0	1083	72	578	0	0	753	184	577	1077	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	315	0	1083	72	578	0	0	753	184	577	1077	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.36	0.05	0.19	0.00	0.00	0.13	0.12	0.19	0.24	0.00
Crit Volume:			542	72			0			359		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.784
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	853	0	253	0	1411	554	0	1656	1148
Growth Adj:	1.00	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	853	0	253	0	1411	554	0	1656	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	853	0	253	0	1411	0	0	1656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	853	0	253	0	1411	0	0	1656	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	853	0	253	0	1411	0	0	1656	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.16	0.00	0.44	0.00	0.00	0.52	0.00
Crit Volume:			0	427			0				828	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	1131	542	608	925	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	0	0	0	1131	542	608	925	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	1131	542	608	925	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1131	542	608	925	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	1131	542	608	925	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.36	0.20	0.31	0.00
Crit Volume:	0			0					542	304		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.738
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	587	0	616	0	0	0	0	2396	601	0	2137	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	587	0	616	0	0	0	0	2396	601	0	2137	388
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	587	0	616	0	0	0	0	2396	0	0	2137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	0	616	0	0	0	0	2396	0	0	2137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	587	0	616	0	0	0	0	2396	0	0	2137	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.21	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.47	0.00
Crit Volume:			308	0				799		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.716
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	439	0	578	0	2564	285	0	2156	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	439	0	578	0	2564	285	0	2156	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	439	0	0	0	2564	0	0	2156	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	439	0	0	0	2564	0	0	2156	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	439	0	0	0	2564	0	0	2156	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.57	0.00	0.00	0.48	0.00
Crit Volume:				220				855		0		
Crit Moves:				****				****		****		

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Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120				Critical Vol./Cap. (X):				0.628						
Loss Time (sec):	6				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	39				Level Of Service:				B						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				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:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	3	0	0	0 1
Volume Module:																
Base Vol:	0	1565	232		0	836	0		0	0	0		896	0	420	
Growth Adj:	1.00	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	1565	232		0	836	0		0	0	0		896	0	420	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1565	0		0	836	0		0	0	0		896	0	420	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1565	0		0	836	0		0	0	0		896	0	420	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1565	0		0	836	0		0	0	0		896	0	420	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		3.00	0.00	1.00	
Final Sat.:	0	4500	1500		0	4500	1500		0	0	0		4500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.00		0.00	0.19	0.00		0.00	0.00	0.00		0.20	0.00	0.28	
Crit Volume:		522				0				0					420	
Crit Moves:		****				****									****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120				Critical Vol./Cap. (X):				0.855						
Loss Time (sec):	6				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	99				Level Of Service:				D						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Ignore				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:	2	0	3	0 0	0	0	3	0 1	0	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	1333	1749	0		0	1847	284		0	0	392		0	0	937	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1333	1749	0		0	1847	284		0	0	392		0	0	937	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	1333	1749	0		0	1847	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1333	1749	0		0	1847	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	1333	1749	0		0	1847	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		0.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	3000	4500	0		0	4500	1500		0	0	1500		0	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.44	0.39	0.00		0.00	0.41	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Volume:	667					616				0					0	
Crit Moves:	****					****										

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.818
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2846	451	557	1598	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2846	451	557	1598	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2846	0	557	1598	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2846	0	557	1598	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2846	0	557	1598	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.19	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		949		279			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.960
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	183	470	609	691	0	307	359	1510	306	0	2710	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	470	609	691	0	307	359	1510	306	0	2710	293
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	470	0	691	0	307	359	1510	306	0	2710	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	470	0	691	0	307	359	1510	306	0	2710	293
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	470	0	691	0	307	359	1510	306	0	2710	293
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.00	1.23	2.00	1.66	0.34	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4016	0	1784	2900	2411	489	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.17	0.00	0.17	0.12	0.63	0.63	0.00	0.47	0.20
Crit Volume:		235		250				908		0		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	18	1	10	386	0	30	54	555	4	4	514	223
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	386	0	30	54	555	4	4	514	223
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	386	0	30	54	555	4	4	514	223
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	386	0	30	54	555	4	4	514	223
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	386	0	30	54	555	4	4	514	223
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.39	0.61
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	2023	877
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.27	0.00	0.02	0.04	0.19	0.19	0.00	0.25	0.25
Crit Volume:		11		386			54				369	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1452	91	86	1514	0	0	370	193	82	0	485
Growth Adj:	1.00	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	1452	91	86	1514	0	0	370	193	82	0	485
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1452	0	86	1514	0	0	370	193	82	0	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1452	0	86	1514	0	0	370	193	82	0	485
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1452	0	86	1514	0	0	370	193	82	0	485
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.06	0.52	0.00	0.00	0.13	0.13	0.03	0.00	0.33
Crit Volume:		726		86			0					485
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.412
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	19	0	271	0	0	0	0	575	72	276	178	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:	19	0	271	0	0	0	0	575	72	276	178	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	271	0	0	0	0	575	72	276	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	271	0	0	0	0	575	72	276	178	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:	19	0	271	0	0	0	0	575	72	276	178	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2666	334	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.18	0.06	0.00
Crit Volume:	19				0				324	276		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	129	491	0	0	1100	56	64	0	355	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:	129	491	0	0	1100	56	64	0	355	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	491	0	0	1100	56	64	0	355	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	491	0	0	1100	56	64	0	355	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:	129	491	0	0	1100	56	64	0	355	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.37	0.04	0.04	0.00	0.24	0.00	0.00	0.00
Crit Volume:	129				550				355	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	47	642	0	250	1453	73	65	9	512	0	4	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:	47	642	0	250	1453	73	65	9	512	0	4	100
User Adj:	1.00	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:	47	642	0	250	1453	73	65	9	512	0	4	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	642	0	250	1453	73	65	9	512	0	4	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	47	642	0	250	1453	73	65	9	512	0	4	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.03	1.97	0.00	0.04	0.96
Final Sat.:	1500	3000	0	1500	3000	1500	1500	52	2948	0	58	1442
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.17	0.48	0.05	0.04	0.17	0.17	0.00	0.07	0.07
Crit Volume:	47			727					261	0		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	168	0	0	0	0	1691	0	74	3587	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	168	0	0	0	0	1691	0	74	3587	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	168	0	0	0	0	1691	0	74	3587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	168	0	0	0	0	1691	0	74	3587	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	168	0	0	0	0	1691	0	74	3587	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.00	0.05	0.60	0.00
Crit Volume:			168	0			0				897	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			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 2.0	0 1.0	1.0	2.0	0 0.0	0.0	0.0	0 0.0	1.0	1! 0.0	0
Volume Module:												
Base Vol:	0	252	602	135	326	0	0	0	0	1087	0	452
Growth Adj:	1.00	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	252	602	135	326	0	0	0	0	1087	0	452
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	252	0	135	326	0	0	0	0	1087	0	452
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	252	0	135	326	0	0	0	0	1087	0	452
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	252	0	135	326	0	0	0	0	1087	0	452
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.41	0.00	0.59
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2119	0	881
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.09	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		126		135				0		770		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0.0	0 2.0	0	0 0.0	0 0.0	0	0 1.0	0 1.0	2	0 1.0	0 0
Volume Module:												
Base Vol:	45	0	667	0	0	0	0	31	15	1180	109	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:	45	0	667	0	0	0	0	31	15	1180	109	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	0	0	0	0	0	0	31	15	1180	109	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	0	0	0	0	0	0	31	15	1180	109	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	0	0	0	0	0	0	31	15	1180	109	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.39	0.07	0.00
Crit Volume:	45				0			31		590		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	12	100	68	170	74	111	261	438	10	114	1168	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	100	68	170	74	111	261	438	10	114	1168	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	100	68	170	74	111	261	438	10	114	1168	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	100	68	170	74	111	261	438	10	114	1168	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	100	68	170	74	111	261	438	10	114	1168	318
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.05	0.12	0.05	0.08	0.18	0.10	0.01	0.08	0.27	0.22
Crit Volume:		100		170			261				389	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	46	1626	24	160	1338	894	360	0	9	2	0	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1626	24	160	1338	894	360	0	9	2	0	348
User Adj:	1.00	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:	46	1626	24	160	1338	894	360	0	9	2	0	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1626	24	160	1338	894	360	0	9	2	0	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	46	1626	24	160	1338	894	360	0	9	2	0	348
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.02	0.11	0.31	0.62	0.12	0.00	0.01	0.00	0.00	0.24
Crit Volume:	46					894	0					348
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	747	26	194	1312	0	0	0	0	87	0	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	747	26	194	1312	0	0	0	0	87	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	747	26	194	1312	0	0	0	0	87	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	747	26	194	1312	0	0	0	0	87	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	747	26	194	1312	0	0	0	0	87	0	260
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.02	0.06	0.29	0.00	0.00	0.00	0.00	0.03	0.00	0.17
Crit Volume:		374		0			0					260
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.406
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1672	61	10	1315	0	0	0	0	32	0	10
Growth Adj:	1.00	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	1672	61	10	1315	0	0	0	0	32	0	10
User Adj:	1.00	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	1672	61	10	1315	0	0	0	0	32	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1672	61	10	1315	0	0	0	0	32	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1672	61	10	1315	0	0	0	0	32	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1143	0	357
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.04	0.01	0.29	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		557		10			0					42
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.322
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	0 1	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	326	0	167	0	0	0	0	12	81	67	9	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:	326	0	167	0	0	0	0	12	81	67	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	0	167	0	0	0	0	12	81	67	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	0	167	0	0	0	0	12	81	67	9	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:	326	0	167	0	0	0	0	12	81	67	9	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.88	0.12	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1322	178	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.01	0.05	0.05	0.05	0.00
Crit Volume:	326			0					81		76	
Crit Moves:	****								****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.435
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	84	163	54	4	132	13	8	16	128	16	337	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	163	54	4	132	13	8	16	128	16	337	322
User Adj:	1.00	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:	84	163	54	4	132	13	8	16	128	16	337	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	163	54	4	132	13	8	16	128	16	337	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	84	163	54	4	132	13	8	16	128	16	337	322
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.33	0.67	1.00	0.05	0.95	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	483	967	1450	66	1384	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.00	0.05	0.01	0.02	0.02	0.09	0.24	0.24	0.22
Crit Volume:	84			66					128		353	
Crit Moves:	****				****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.809
Loss Time (sec):	0	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			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	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	448	31	384	901	0	0	0	0	139	0	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	448	31	384	901	0	0	0	0	139	0	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	448	31	384	901	0	0	0	0	139	0	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	448	31	384	901	0	0	0	0	139	0	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	448	31	384	901	0	0	0	0	139	0	312
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.02	0.26	0.60	0.00	0.00	0.00	0.00	0.09	0.00	0.21
Crit Volume:	0				901			0				312
Crit Moves:	****				****							****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec):	100	Critical Vol./Cap. (X):	0.844
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	146	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	76	0	913	474	2207	0	0	2146	97
Growth Adj:	1.00	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	76	0	913	474	2207	0	0	2146	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	0	474	2207	0	0	2146	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	0	474	2207	0	0	2146	97
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:	0	0	0	76	0	0	474	2207	0	0	2146	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.32	0.49	0.00	0.00	0.48	0.06
Crit Volume:				76			474				715	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.554				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	51	Level Of Service:	A				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
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 2.0	0 1	1	0 1.0	1 0	1	0 0.0	1 0	0	1 0.0	0 1
Volume Module:												
Base Vol:	59	1415	0	35	1136	106	58	1	51	0	3	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1415	0	35	1136	106	58	1	51	0	3	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	59	1415	0	35	1136	106	58	1	51	0	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1415	0	35	1136	106	58	1	51	0	3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	59	1415	0	35	1136	106	58	1	51	0	3	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2652	248	1450	28	1422	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.49	0.00	0.02	0.43	0.43	0.04	0.04	0.04	0.00	0.00	0.00
Crit Volume:		708		35			58				3	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.436				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	40	Level Of Service:	A				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0 1	1	0 0.0	0 0	1	0 1.0	1 0	1	0 1.0	1 0
Volume Module:												
Base Vol:	25	1	30	45	0	0	0	944	16	18	1048	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1	30	45	0	0	0	944	16	18	1048	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1	30	45	0	0	0	944	16	18	1048	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1	30	45	0	0	0	944	16	18	1048	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	1	30	45	0	0	0	944	16	18	1048	67
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.00	0.00	0.00	1.00	1.97	0.03	1.00	1.88	0.12
Final Sat.:	1394	56	1450	1450	0	0	1450	2852	48	1450	2726	174
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.00	0.00	0.00	0.33	0.33	0.01	0.38	0.38
Crit Volume:			30	45			0				558	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100			Critical Vol./Cap. (X):			0.206								
Loss Time (sec):	0			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:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0			
Volume Module:															
Base Vol:	6	0	52	0	0	0	0	412	2	51	253	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:	6	0	52	0	0	0	0	412	2	51	253	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	6	0	52	0	0	0	0	412	2	51	253	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	6	0	52	0	0	0	0	412	2	51	253	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:	6	0	52	0	0	0	0	412	2	51	253	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00			
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.08	0.00			
Crit Volume:			52	0				206		51					
Crit Moves:			****					****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.737								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	87			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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0			
Volume Module:															
Base Vol:	439	993	0	0	1099	49	24	0	117	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:	439	993	0	0	1099	49	24	0	117	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	439	993	0	0	1099	49	24	0	117	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	439	993	0	0	1099	49	24	0	117	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:	439	993	0	0	1099	49	24	0	117	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.29	0.33	0.00	0.00	0.37	0.03	0.02	0.00	0.08	0.00	0.00	0.00			
Crit Volume:	439				550				117	0					
Crit Moves:	****				****				****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap. (X):	0.731
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	235	2351	0	0	2802	180
Growth Adj:	1.00	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	0	0	0	235	2351	0	0	2802	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	235	2351	0	0	2802	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	235	2351	0	0	2802	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	235	2351	0	0	2802	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.37	0.00	0.00	0.58	0.11
Crit Volume:	0			0			235				934	
Crit Moves:							****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap. (X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	1527	175	0	0	52	0	0	0	874	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:	1527	175	0	0	52	0	0	0	874	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1527	175	0	0	52	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1527	175	0	0	52	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1527	175	0	0	52	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.48	0.05	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	764				26		0				0	
Crit Moves:	****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.675
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	70	1084	126	308	611	6	4	16	29	43	40	614
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1084	126	308	611	6	4	16	29	43	40	614
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1084	126	308	611	6	4	16	29	43	40	614
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1084	126	308	611	6	4	16	29	43	40	614
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1084	126	308	611	6	4	16	29	43	40	614
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.09	0.21	0.14	0.00	0.00	0.01	0.02	0.03	0.03	0.42
Crit Volume:		361		0			4					614
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.398
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	24	1244	65	47	652	2	1	5	9	106	13	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1244	65	47	652	2	1	5	9	106	13	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	1244	65	47	652	2	1	5	9	106	13	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1244	65	47	652	2	1	5	9	106	13	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1244	65	47	652	2	1	5	9	106	13	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.04	0.03	0.15	0.00	0.00	0.00	0.01	0.07	0.00	0.04
Crit Volume:		415		47					9	106		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.740		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	88	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	102	735	398	127	446	195	413	1662	13	422	1610	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	735	398	127	446	195	413	1662	13	422	1610	297
User Adj:	1.00	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:	102	735	398	127	446	195	413	1662	13	422	1610	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	735	398	127	446	195	413	1662	13	422	1610	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	102	735	398	127	446	195	413	1662	13	422	1610	297
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.27	0.04	0.10	0.13	0.14	0.38	0.01	0.15	0.37	0.20
Crit Volume:		245		64				554		211		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.713		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	79	Level Of Service:	C		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	66	605	226	14	916	469	163	209	41	111	336	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	605	226	14	916	469	163	209	41	111	336	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	605	226	14	916	469	163	209	41	111	336	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	605	226	14	916	469	163	209	41	111	336	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	605	226	14	916	469	163	209	41	111	336	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.16	0.01	0.21	0.32	0.11	0.14	0.03	0.08	0.23	0.00
Crit Volume:	66					469	163				336	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.624
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	47	974	229	37	973	107	24	68	6	499	133	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	974	229	37	973	107	24	68	6	499	133	15
User Adj:	1.00	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:	47	974	229	37	973	107	24	68	6	499	133	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	974	229	37	973	107	24	68	6	499	133	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	47	974	229	37	973	107	24	68	6	499	133	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.16	0.03	0.22	0.07	0.02	0.02	0.00	0.34	0.05	0.01
Crit Volume:	47				324			34		499		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	15	534	444	117	707	622	541	1522	37	618	1391	180
Growth Adj:	1.00	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	534	444	117	707	622	541	1522	37	618	1391	180
User Adj:	1.00	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:	15	534	444	117	707	622	541	1522	37	618	1391	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	534	444	117	707	622	541	1522	37	618	1391	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	15	534	444	117	707	622	541	1522	37	618	1391	180
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.31	0.04	0.16	0.43	0.19	0.35	0.03	0.21	0.32	0.12
Crit Volume:	8					622		507		309		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.377
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	59	59	13		3	43	49		72	260	43		44	733	5	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	59	59	13		3	43	49		72	260	43		44	733	5	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	59	59	13		3	43	49		72	260	43		44	733	5	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	59	13		3	43	49		72	260	43		44	733	5	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	59	59	13		3	43	49		72	260	43		44	733	5	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.01		0.00	0.03	0.03		0.05	0.09	0.03		0.03	0.25	0.00	
Crit Volume:	59						49		72					367		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.635
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	66	87	11		111	63	23		23	1980	81		63	2020	204	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	66	87	11		111	63	23		23	1980	81		63	2020	204	
User Adj:	1.00	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:	66	87	11		111	63	23		23	1980	81		63	2020	204	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	87	11		111	63	23		23	1980	81		63	2020	204	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	66	87	11		111	63	23		23	1980	81		63	2020	204	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.06	0.01		0.08	0.04	0.02		0.02	0.46	0.06		0.04	0.46	0.14	
Crit Volume:			87				111			660				63		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	89	0	39		0	0	0		0	678	64		180	1084	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:	89	0	39		0	0	0		0	678	64		180	1084	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	89	0	39		0	0	0		0	678	64		180	1084	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	0	39		0	0	0		0	678	64		180	1084	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:	89	0	39		0	0	0		0	678	64		180	1084	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.03		0.00	0.00	0.00		0.00	0.23	0.04		0.12	0.36	0.00	
Crit Volume:	89				0				0				542			
Crit Moves:	****								****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	64	95	93		5	54	50		46	261	57		73	781	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	64	95	93		5	54	50		46	261	57		73	781	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	64	95	93		5	54	50		46	261	57		73	781	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	64	95	93		5	54	50		46	261	57		73	781	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	64	95	93		5	54	50		46	261	57		73	781	1	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.07	0.06		0.00	0.04	0.03		0.03	0.09	0.04		0.05	0.27	0.00	
Crit Volume:	64					54			46					391		
Crit Moves:	****					****			****					****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.579
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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	0	1	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	52	0	11	93	1645	0	0	2172	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	11	93	1645	0	0	2172	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	11	93	1645	0	0	2172	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	11	93	1645	0	0	2172	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	52	0	11	93	1645	0	0	2172	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.06	0.37	0.00	0.00	0.48	0.04
Crit Volume:		0		52			93				724	
Crit Moves:				****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec):	100	Critical Vol./Cap. (X):	0.552
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
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	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	22	6	135	11	7	17	1707	74	75	1761	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:	0	22	6	135	11	7	17	1707	74	75	1761	44
User Adj:	1.00	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	22	6	135	11	7	17	1707	74	75	1761	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	22	6	135	11	7	17	1707	74	75	1761	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	22	6	135	11	7	17	1707	74	75	1761	44
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.02	0.00	0.09	0.01	0.00	0.01	0.39	0.05	0.05	0.40	0.03
Crit Volume:		22		135				569		75		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.499
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	78	1070	199	6	1372	98	173	30	19	55	15	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1070	199	6	1372	98	173	30	19	55	15	7
User Adj:	1.00	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:	78	1070	199	6	1372	98	173	30	19	55	15	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1070	199	6	1372	98	173	30	19	55	15	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	1070	199	6	1372	98	173	30	19	55	15	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.14	0.00	0.32	0.07	0.12	0.02	0.01	0.04	0.01	0.00
Crit Volume:	78				457		173				15	
Crit Moves:	****				****		****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.232
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	12	0	1	0	2	0	2	341	0	27	640	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:	12	0	1	0	2	0	2	341	0	27	640	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	1	0	2	0	2	341	0	27	640	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	1	0	2	0	2	341	0	27	640	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:	12	0	1	0	2	0	2	341	0	27	640	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.02	0.22	0.00
Crit Volume:	12				2		2				320	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.314
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1!	0 1	1	0 1!	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	13	0	40	0	1	5	2	324	16	68	827	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:	13	0	40	0	1	5	2	324	16	68	827	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	40	0	1	5	2	324	16	68	827	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	40	0	1	5	2	324	16	68	827	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:	13	0	40	0	1	5	2	324	16	68	827	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.11	0.01	0.05	0.29	0.00
Crit Volume:			40		0			2			414	
Crit Moves:			****		****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.302
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1275	32	5	678	0	0	0	0	23	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1275	32	5	678	0	0	0	0	23	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1275	32	5	678	0	0	0	0	23	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1275	32	5	678	0	0	0	0	23	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1275	32	5	678	0	0	0	0	23	0	5
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		425			5			0			23	
Crit Moves:		****			****						****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	103	1237	104	42	678	47	20	8	42	48	17	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1237	104	42	678	47	20	8	42	48	17	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1237	104	42	678	47	20	8	42	48	17	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1237	104	42	678	47	20	8	42	48	17	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	103	1237	104	42	678	47	20	8	42	48	17	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.07	0.03	0.16	0.03	0.01	0.01	0.03	0.03	0.01	0.05
Crit Volume:		412			42			20				76
Crit Moves:		****			****			****				****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.080
Loss Time (sec): 0 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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	3	1	3	11	3	0	0	90	5	1	203	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	1	3	11	3	0	0	90	5	1	203	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	1	3	11	3	0	0	90	5	1	203	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1	3	11	3	0	0	90	5	1	203	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1	3	11	3	0	0	90	5	1	203	51
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.07	0.04
Crit Volume:				3	11			0			102	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.267
Loss Time (sec):	0	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 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	884	74	0	1068	0	0	0	0	44	0	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:	0	884	74	0	1068	0	0	0	0	44	0	9
User Adj:	1.00	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	884	74	0	1068	0	0	0	0	44	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	884	74	0	1068	0	0	0	0	44	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	884	74	0	1068	0	0	0	0	44	0	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.05	0.00	0.24	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Volume:	0				356			0		44		
Crit Moves:	****				****					****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.684
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	135	0	394	221	1590	0	0	2009	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	0	394	221	1590	0	0	2009	93
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	135	0	0	221	1590	0	0	2009	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	0	221	1590	0	0	2009	93
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:	0	0	0	135	0	0	221	1590	0	0	2009	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.15	0.35	0.00	0.00	0.45	0.06
Crit Volume:		0			135			221			670	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.577
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	167	0	1708	0	0	2097	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	167	0	1708	0	0	2097	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	167	0	1708	0	0	2097	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	167	0	1708	0	0	2097	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	167	0	1708	0	0	2097	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.38	0.00	0.00	0.47	0.06
Crit Volume:	0					167	0				699	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap. (X):	0.761
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	165	0	301	153	1573	0	0	2061	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	165	0	301	153	1573	0	0	2061	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	165	0	301	153	1573	0	0	2061	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	165	0	301	153	1573	0	0	2061	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	165	0	301	153	1573	0	0	2061	122
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.20	0.10	0.35	0.00	0.00	0.46	0.08
Crit Volume:	0					301	153				687	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3	0	1	1	0	3	0	1	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	575	206	5	897	1	30	14	69	235	37	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:	35	575	206	5	897	1	30	14	69	235	37	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	575	206	5	897	1	30	14	69	235	37	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	575	206	5	897	1	30	14	69	235	37	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	575	206	5	897	1	30	14	69	235	37	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.80	0.12	0.08
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1151	181	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.20	0.20	0.20
Crit Volume:		575			5			44			296	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120			Critical Vol./Cap. (X):			0.657						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	54			Level Of Service:			B						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0	
Volume Module:													
Base Vol:	0	277	252	0	373	390	232	245	2	366	353	6	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	277	252	0	373	390	232	245	2	366	353	6	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	277	252	0	373	390	232	245	2	366	353	6	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	277	252	0	373	390	232	245	2	366	353	6	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	277	252	0	373	390	232	245	2	366	353	6	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03	
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2950	50	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.18	0.17	0.00	0.25	0.26	0.15	0.16	0.16	0.24	0.12	0.12	
Crit Volume:	0			373			247			366			
Crit Moves:	****			****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec):	120			Critical Vol./Cap. (X):			0.549						
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	32			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1	
Volume Module:													
Base Vol:	181	59	107	12	54	24	23	528	126	57	515	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:	181	59	107	12	54	24	23	528	126	57	515	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	181	59	107	12	54	24	23	528	126	57	515	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	181	59	107	12	54	24	23	528	126	57	515	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	181	59	107	12	54	24	46	528	126	114	515	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.75	0.25	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.10	0.90	1.00	
Final Sat.:	1207	393	1600	213	960	427	67	1533	1600	159	1441	1600	
Capacity Analysis Module:													
Vol/Sat:	0.15	0.15	0.07	0.06	0.06	0.06	0.34	0.34	0.08	0.36	0.36	0.02	
Crit Volume:	181			90			551			57			
Crit Moves:	****			****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.590
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	52	44	113	87	94	52	516	14	48	629	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	52	44	113	87	94	52	516	14	48	629	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	52	44	113	87	94	52	516	14	48	629	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	52	44	113	87	94	52	516	14	48	629	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	52	44	113	87	94	52	516	14	48	629	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.54	0.46	1.00	0.48	0.52	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	867	733	1600	769	831	1600	1558	42	1600	1473	127
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.07	0.11	0.11	0.03	0.33	0.33	0.03	0.43	0.43
Crit Volume:			96	113			52					683
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.969
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0	0	1	0
Volume Module:												
Base Vol:	81	21	319	55	98	42	24	549	45	584	500	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	21	319	55	98	42	24	549	45	584	500	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	21	0	55	98	42	24	549	45	584	500	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	21	0	55	98	42	24	549	45	584	500	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	21	0	55	98	42	24	549	45	584	500	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.28	0.50	0.22	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1191	309	1500	423	754	323	1500	1386	114	1500	1465	35
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.40	0.40	0.39	0.34	0.34
Crit Volume:	81					195			594	584		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.843
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	518	1191	34	61	1126	56	63	217	259	183	112	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	518	1191	34	61	1126	56	63	217	259	183	112	71
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	518	1191	34	61	1126	0	63	217	0	183	112	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	518	1191	34	61	1126	0	63	217	0	183	112	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	518	1191	34	61	1126	0	63	217	0	183	112	71
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.02	0.04	0.39	0.00	0.04	0.15	0.00	0.13	0.08	0.05
Crit Volume:	259			563			217			183		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0 1	0	0 2
Volume Module:												
Base Vol:	1	34	10	903	9	794	639	107	2	1	46	1192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	903	9	794	639	107	2	1	46	1192
User Adj:	1.00	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:	1	34	10	903	9	794	639	107	2	1	46	1192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	903	9	794	639	107	2	1	46	1192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	903	9	794	639	107	2	1	46	1192
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.71	0.28	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2477	415	8	31	1419	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.55	0.26	0.26	0.26	0.03	0.03	0.41
Crit Volume:		35			0			374			596	
Crit Moves:		****			****			****			****	

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2025 CIP Plus Project Pm
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.493	A xxxxx	0.493	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.541	A xxxxx	0.541	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D xxxxx	0.893	D xxxxx	0.893	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1 0	0 1	0	0	1! 0	0	1 0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	41	3	224	36	5	3	3	1329	27	19	1093	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	3	224	36	5	3	3	1329	27	19	1093	17
User Adj:	1.00	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:	41	3	224	36	5	3	3	1329	27	19	1093	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	3	224	36	5	3	3	1329	27	19	1093	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	41	3	224	36	5	3	3	1329	27	19	1093	17
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:	0.93	0.07	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1328	97	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.16	0.03	0.03	0.03	0.00	0.31	0.02	0.01	0.26	0.01
Crit Volume:			224	36				443		0		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.541
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
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	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	17	1878		52	137	1743		12	5		1	6	124		4	244
Growth Adj:	1.00	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	1878		52	137	1743		12	5		1	6	124		4	244
User Adj:	1.00	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:	17	1878		52	137	1743		12	5		1	6	124		4	244
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	17	1878		52	137	1743		12	5		1	6	124		4	244
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	17	1878		52	137	1743		12	5		1	6	124		4	244
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	2.00	3.00		1.00	0.42	0.08		0.50	1.94	0.06		2.00
Final Sat.:	1425	4275		1425	2850	4275		1425	594	119		713	2761		89	2850
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44		0.04	0.05	0.41		0.01	0.01	0.01		0.01	0.04	0.04		0.09
Crit Volume:		626			69				12				64			
Crit Moves:		****			****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.893
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	159	1585		205	78	1519		38	63		43	125	266		178	101
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	159	1585		205	78	1519		38	63		43	125	266		178	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:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	159	1585		205	78	1519		38	63		43	125	266		178	101
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	159	1585		205	78	1519		38	63		43	125	266		178	101
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	159	1585		205	78	1519		38	63		43	125	266		178	101
Saturation Flow Module:																
Sat/Lane:	1375	1375		1375	1375	1375		1375	1375		1375	1375	1375		1375	1375
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1375	2750		1375	1375	2750		1375	1375		1375	1375	1375		1375	1375
Capacity Analysis Module:																
Vol/Sat:	0.12	0.58		0.15	0.06	0.55		0.03	0.05		0.03	0.09	0.19		0.13	0.07
Crit Volume:	159					760					43		266			
Crit Moves:	****					****					****		****			

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Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	E	xxxxx	0.968	E	xxxxx	0.968	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.097	F	xxxxx	1.097	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F	xxxxx	1.157	F	xxxxx	1.157	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.845	D	xxxxx	0.845	+ 0.000 V/C
#313 Watt Ave/Elkhorn	F	xxxxx	1.032	F	xxxxx	1.032	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.968
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0 3	0	1	2	0 3	0	1	2	0 2	0	1	2	0 2	0	1
Volume Module:																
Base Vol:	284	1865	446		406	1333	423		399	1020	171		235	757	326	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	284	1865	446		406	1333	423		399	1020	171		235	757	326	
User Adj:	1.00	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:	284	1865	446		406	1333	423		399	1020	171		235	757	326	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	284	1865	446		406	1333	423		399	1020	171		235	757	326	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	284	1865	446		406	1333	423		399	1020	171		235	757	326	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.41	0.30		0.14	0.30	0.28		0.13	0.34	0.11		0.08	0.25	0.22	
Crit Volume:		622				203				510				118		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.097
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	242	1265	360	735	1235	96	404	1211	101	453	1332	534
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	1265	360	735	1235	96	404	1211	101	453	1332	534
User Adj:	1.00	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:	242	1265	360	735	1235	96	404	1211	101	453	1332	534
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1265	360	735	1235	96	404	1211	101	453	1332	534
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	242	1265	360	735	1235	96	404	1211	101	453	1332	534
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.24	0.25	0.41	0.06	0.13	0.27	0.07	0.15	0.30	0.36
Crit Volume:		633			368			202			444	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.157
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	277	1449	237	121	1248	291	382	688	195	149	453	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	1449	237	121	1248	291	382	688	195	149	453	115
User Adj:	1.00	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:	277	1449	237	121	1248	291	382	688	195	149	453	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	1449	237	121	1248	291	382	688	195	149	453	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	277	1449	237	121	1248	291	382	688	195	149	453	115
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.48	0.16	0.08	0.42	0.19	0.25	0.23	0.13	0.10	0.30	0.08
Crit Volume:	277				624		382				453	
Crit Moves:	****				****		****				****	

2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.845
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	315	1291	87	261	948	244	507	376	246	240	477	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1291	87	261	948	244	507	376	246	240	477	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	1291	87	261	948	244	507	376	246	240	477	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1291	87	261	948	244	507	376	246	240	477	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	1291	87	261	948	244	507	376	246	240	477	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.21	0.79	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1814	1186	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.06	0.09	0.32	0.16	0.17	0.21	0.21	0.08	0.16	0.07
Crit Volume:		646			131			254			238	
Crit Moves:		****			****			****			****	

2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	1.032
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	301	1897	224	376	1185	323	465	898	265	314	989	297
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1897	224	376	1185	323	465	898	265	314	989	297
User Adj:	1.00	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:	301	1897	224	376	1185	323	465	898	265	314	989	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	1897	224	376	1185	323	465	898	265	314	989	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	301	1897	224	376	1185	323	465	898	265	314	989	297
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.15	0.13	0.26	0.22	0.16	0.30	0.18	0.10	0.33	0.20
Crit Volume:		632			188			233			495	
Crit Moves:		****			****			****			****	

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2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	164	905	43	471	772	96	106	1164	154	217	1352	367
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	905	43	471	772	96	106	1164	154	217	1352	367
User Adj:	1.00	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:	164	905	43	471	772	96	106	1164	154	217	1352	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	905	43	471	772	96	106	1164	154	217	1352	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	164	905	43	471	772	96	106	1164	154	217	1352	367
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.03	0.16	0.26	0.06	0.07	0.26	0.10	0.14	0.30	0.24
Crit Volume:		453			236			388			217	
Crit Moves:		****			****			****			****	

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25CIPPP_PM_SacCounty.out 5/4/2009

2025 CIP Plus Project Pm
Sierra Vista

Scenario Report

Scenario:	2025CIP Plus Project PM
Command:	2025CIP PP PM
Volume:	2025CIP PP PM
Geometry:	2025CIP PP
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	2025CIP PP PM

2025 CIP Plus Project Pm
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#303 Pleasent Grove N/Riego	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000
#304 Pleasent Grove S/Riego	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
#316 SR 99 NB Off Ramp / Riego Rd	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000
#317 SR 99 SB Off Ramp/Riego Rd	A	xxxxx	0.203	A	xxxxx	0.203	+ 0.000

2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec):	100			Critical Vol./Cap. (X):			0.734								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	70			Level Of Service:			C								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	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	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	0 1			
Volume Module:															
Base Vol:	0	0	0	293	0	56	5	1506	0	0	1425	284			
Growth Adj:	1.00	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	293	0	56	5	1506	0	0	1425	284			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	293	0	56	5	1506	0	0	1425	284			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	293	0	56	5	1506	0	0	1425	284			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	293	0	56	5	1506	0	0	1425	284			
Saturation Flow Module:															
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.04	0.00	0.53	0.00	0.00	0.50	0.20			
Crit Volume:	0			293				753		0					
Crit Moves:				****				****		****					

2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec):	100			Critical Vol./Cap. (X):			0.767								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	62			Level Of Service:			C								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			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	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0			
Volume Module:															
Base Vol:	410	0	42	0	0	0	0	1230	566	125	1298	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:	410	0	42	0	0	0	0	1230	566	125	1298	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	410	0	42	0	0	0	0	1230	566	125	1298	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	410	0	42	0	0	0	0	1230	566	125	1298	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:	410	0	42	0	0	0	0	1230	566	125	1298	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00			
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0			
Capacity Analysis Module:															
Vol/Sat:	0.27	0.00	0.03	0.00	0.00	0.00	0.00	0.41	0.38	0.08	0.43	0.00			
Crit Volume:	410			0				615		125					
Crit Moves:	****							****		****					

2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.330
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	0	2	0	1	0	0	3	0	1
Volume Module:																			
Base Vol:	90	0	1110	0	0	0	0	444	4	0	1216	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	1110	0	0	0	0	444	4	0	1216	2
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	90	0	0	0	0	0	0	444	0	0	1216	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	0	0	0	0	0	444	0	0	1216	2
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	90	0	0	0	0	0	0	444	0	0	1216	2
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	3.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	4500	1500
Capacity Analysis Module:																			
Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.27	0.00
Crit Volume:	90			0			0				405	
Crit Moves:	****						****				****	

2025 CIP Plus Project Pm
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.203
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																			
Base Vol:	0	0	0	105	0	32	0	317	184	0	282	1024
Growth Adj:	1.00	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	105	0	32	0	317	184	0	282	1024
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:	0	0	0	105	0	32	0	317	184	0	282	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	32	0	317	184	0	282	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	105	0	32	0	317	184	0	282	0
Saturation Flow Module:																			
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.00	0.11	0.13	0.00	0.10	0.00
Crit Volume:	0			105					184		0	
Crit Moves:				****					****	****		

2025 CUMULATIVE NO PROJECT CONDITIONS
WITH PARTIAL PLACER PARKWAY
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Atlantic & Tiger/Center	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
# 2 Atlantic & Wills	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
# 3 Atlantic St & Yosemite St	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.888	D	xxxxx	0.888	+ 0.000 V/C
# 5 Blue Oaks & Crocker Ranch	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
# 6 Blue Oaks & Del Webb	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 7 Blue Oaks & Fiddyment	D	xxxxx	0.873	D	xxxxx	0.873	+ 0.000 V/C
# 8 Blue Oaks & New Meadow	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 9 Blue Oaks & Orchard View	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
# 10 Blue Oaks Bl & Diamond Creek B	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
# 11 Blue Oaks Bl & Foothills Bl	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000 V/C
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
# 13 Cirby & Sunrise	E	xxxxx	0.908	E	xxxxx	0.908	+ 0.000 V/C
# 14 Cirby Wy & Foothills Bl	E	xxxxx	0.940	E	xxxxx	0.940	+ 0.000 V/C
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.939	E	xxxxx	0.939	+ 0.000 V/C
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.038	F	xxxxx	1.038	+ 0.000 V/C
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 23 Cirby Wy & Vernon St	E	xxxxx	0.979	E	xxxxx	0.979	+ 0.000 V/C

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Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Douglas & Eureka	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 25 Douglas & Rocky Ridge	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
# 26 Douglas & Santa Clara	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 27 Douglas & Sierra Gardens	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 28 Douglas & Sunrise	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000 V/C
# 29 Douglas & Target	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000 V/C
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 33 Douglas Bl & Judah St	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000 V/C
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 35 Douglas Bl & Park Dr	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 37 Eureka & Lead Hill	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 38 Eureka & N. Sunrise	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 39 Eureka & Rocky Ridge	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.385	A	xxxxx	0.385	+ 0.000 V/C
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 43 Fairway & Cortina Circle	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
# 44 Fairway & Five Star	A	xxxxx	0.399	A	xxxxx	0.399	+ 0.000 V/C
# 45 Fairway & Home Depot	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C
# 46 Fairway & Target/Rosehall	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C

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# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 55 Foothills Bl & HP South	B	xxxxx	0.696	B	xxxxx	0.696	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 62 Galleria & Berry	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.338	A	xxxxx	0.338	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000 V/C

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# 73 Junction Bl & Porter Dr	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.297	A	xxxxx	0.297	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.257	A	xxxxx	0.257	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.433	A	xxxxx	0.433	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.138	A	xxxxx	0.138	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.293	A	xxxxx	0.293	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.420	A	xxxxx	0.420	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	E	xxxxx	0.984	E	xxxxx	0.984	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C

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# 98 Pleasant Grove Bl & Woodcreek	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.092	A	xxxxx	0.092	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
#104 Roseville Parkway & Creekside	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.459	A	xxxxx	0.459	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.424	A	xxxxx	0.424	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
#117 Roseville Pw & Sierra College	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000 V/C

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#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.288	A	xxxxx	0.288	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.387	A	xxxxx	0.387	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.313	A	xxxxx	0.313	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.819	D	xxxxx	0.819	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.415	A	xxxxx	0.415	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C

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#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.231	A	xxxxx	0.231	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.715	C	xxxxx	0.715	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.228	A	xxxxx	0.228	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C

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#171 Roseville Pkwy & Gibson West	F	xxxxx	1.010	F	xxxxx	1.010	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.139	A	xxxxx	0.139	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#178 Watt Ave & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#179 Watt Ave & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000 V/C
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	C	xxxxx	0.800	C	xxxxx	0.800	+ 0.000 V/C
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#185 Market St & Baseline Rd	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#188 Upland Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#194 Watt Ave & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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#196 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#199 Baseline Rd & SV CC4		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	A	xxxxx	0.475	A	xxxxx	0.475	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.391	A	xxxxx	0.391	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	11	3	30	68	1	13	18	855	7	9	965	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	3	30	68	1	13	18	855	7	9	965	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:	11	3	30	68	1	13	18	855	7	9	965	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3	30	68	1	13	18	855	7	9	965	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	3	30	68	1	13	18	855	7	9	965	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	132	1318	1429	21	1450	1450	2876	24	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.30	0.30	0.01	0.33	0.02
Crit Volume:		33			69			18			483	
Crit Moves:		****			****			****			****	

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Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.720
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	101	0	368		0	0	0		0	834	118		562	916	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:	101	0	368		0	0	0		0	834	118		562	916	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	101	0	368		0	0	0		0	834	118		562	916	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	101	0	368		0	0	0		0	834	118		562	916	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	101	0	368		0	0	0		0	834	118		562	916	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.25		0.00	0.00	0.00		0.00	0.28	0.08		0.37	0.31	0.00	
Crit Volume:	101						0			417			562			
Crit Moves:	****									****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				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:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		282	0	47		88	751	0		0	740	246	
Growth Adj:	1.00	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		282	0	47		88	751	0		0	740	246	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		282	0	47		88	751	0		0	740	246	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		282	0	47		88	751	0		0	740	246	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		282	0	47		88	751	0		0	740	246	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.19	0.00	0.03		0.06	0.25	0.00		0.00	0.25	0.16	
Crit Volume:			0				282			88				370		
Crit Moves:					****				****					****		

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.888	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	19	1471	306	372	938	673	832	1221	16	265	587	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1471	306	372	938	673	832	1221	16	265	587	371
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1471	306	372	938	0	832	1221	16	265	587	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1471	306	372	938	0	832	1221	16	265	587	371
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:	19	1471	306	372	938	0	832	1221	16	265	587	371
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.21	0.13	0.22	0.00	0.29	0.28	0.01	0.09	0.13	0.26
Crit Volume:		490		186			416				196	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.594	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	56	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 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	247	0	42	48	1933	0	0	839	236
Growth Adj:	1.00	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	247	0	42	48	1933	0	0	839	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	247	0	42	48	1933	0	0	839	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	0	42	48	1933	0	0	839	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	247	0	42	48	1933	0	0	839	236
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.03	0.03	0.43	0.00	0.00	0.19	0.16
Crit Volume:				247				644			0	
Crit Moves:				****				****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.489	
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	36	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	22	0	109	0	0	0	0	1875	24	45	841	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	0	109	0	0	0	0	1875	24	45	841	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	22	0	109	0	0	0	0	1875	24	45	841	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	0	109	0	0	0	0	1875	24	45	841	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	22	0	109	0	0	0	0	1875	24	45	841	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.02	0.03	0.19	0.00
Crit Volume:			109	0				625		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.873	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	100	1017	397	399	679	72	78	1034	119	427	403	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	1017	397	399	679	72	78	1034	119	427	403	90
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	100	1017	0	399	679	72	78	1034	0	427	403	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1017	0	399	679	72	78	1034	0	427	403	90
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	100	1017	0	399	679	72	78	1034	0	427	403	90
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.00	0.14	0.23	0.05	0.03	0.24	0.00	0.15	0.09	0.06
Crit Volume:		509		199				345		214		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	255	0	35	22	2685	0	9	1541	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	255	0	35	22	2685	0	9	1541	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	255	0	35	22	2685	0	9	1541	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	255	0	35	22	2685	0	9	1541	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	255	0	35	22	2685	0	9	1541	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.01	0.45	0.00	0.01	0.26	0.04
Crit Volume:		0		255				671		9		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	140	0	2	0	1742	0	0	847	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	140	0	2	0	1742	0	0	847	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	2	0	1742	0	0	847	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	2	0	1742	0	0	847	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	2	0	1742	0	0	847	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.39	0.00	0.00	0.19	0.05
Crit Volume:		0		140				581		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.669
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	53	40	85	254	58	39	145	1952	75	91	972	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	40	85	254	58	39	145	1952	75	91	972	195
User Adj:	1.00	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:	53	40	85	254	58	39	145	1952	75	91	972	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	40	85	254	58	39	145	1952	75	91	972	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	53	40	85	254	58	39	145	1952	75	91	972	195
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.45	0.33	0.22	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2099	479	322	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.06	0.12	0.12	0.12	0.10	0.45	0.05	0.06	0.22	0.13
Crit Volume:	53			176			651			91		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.903
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	417	555	176	238	445	56	303	1824	885	335	1230	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	555	176	238	445	56	303	1824	885	335	1230	308
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	555	0	238	445	56	303	1824	885	335	1230	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	555	0	238	445	56	303	1824	885	335	1230	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	417	555	0	238	445	56	303	1824	885	335	1230	308
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.00	0.08	0.10	0.04	0.10	0.31	0.61	0.12	0.21	0.21
Crit Volume:		278			119				885	168		
Crit Moves:		****			****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	231	401	392	395	322	113	51	1852	332	245	944	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	401	392	395	322	113	51	1852	332	245	944	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	401	392	395	322	113	51	1852	332	245	944	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	401	392	395	322	113	51	1852	332	245	944	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	231	401	392	395	322	113	51	1852	332	245	944	174
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.27	0.14	0.11	0.08	0.02	0.32	0.23	0.08	0.16	0.12
Crit Volume:			392	198				463		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.908
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	840	1302	151	104	618	75	180	1107	608	121	567	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:	840	1302	151	104	618	75	180	1107	608	121	567	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:	840	1302	151	104	618	75	180	1107	608	121	567	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	840	1302	151	104	618	75	180	1107	608	121	567	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	840	1302	151	104	618	75	180	1107	608	121	567	53
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.45	0.10	0.04	0.14	0.05	0.06	0.38	0.42	0.04	0.20	0.04
Crit Volume:		651		52				554		60		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.940
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0	1	2	0 1	0 0	0	0 0	0 0	2	0 2
Volume Module:												
Base Vol:	0	474	564	1815	573	0	0	0	0	530	0	1801
Growth Adj:	1.00	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	474	564	1815	573	0	0	0	0	530	0	1801
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	474	0	1815	573	0	0	0	0	530	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	474	0	1815	573	0	0	0	0	530	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	474	0	1815	573	0	0	0	0	530	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.61	0.38	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		237		907				0		265		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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	1	0	0 0	0	0	2 1	0	2	0 3
Volume Module:												
Base Vol:	0	0	228	0	0	0	0	1924	19	330	1950	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	228	0	0	0	0	1924	19	330	1950	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1924	19	330	1950	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1924	19	330	1950	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1924	19	330	1950	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4456	44	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.11	0.43	0.00
Crit Volume:	0			0				648		165		
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	15	1	22	5	1965	2	6	2117	10
Growth Adj:	1.00	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	0	21	15	1	22	5	1965	2	6	2117	10
User Adj:	1.00	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:	9	0	21	15	1	22	5	1965	2	6	2117	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	15	1	22	5	1965	2	6	2117	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	15	1	22	5	1965	2	6	2117	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1359	91	1450	1450	2897	3	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.02	0.00	0.68	0.68	0.00	0.73	0.73
Crit Volume:			30			22	5				1064	
Crit Moves:			****			****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	1! 0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	44	46	86	25	5	53	164	1176	4	19	662	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	46	86	25	5	53	164	1176	4	19	662	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	46	86	25	5	53	164	1176	4	19	662	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	46	86	25	5	53	164	1176	4	19	662	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	46	86	25	5	53	164	1176	4	19	662	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.26	0.49	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.47	0.53
Final Sat.:	375	392	733	1250	250	1500	1500	2990	10	1500	2202	798
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.02	0.02	0.04	0.11	0.39	0.39	0.01	0.30	0.30
Crit Volume:			176			25	164					451
Crit Moves:			****			****	****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.939
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	19	13	451	4	1	21	7	1234	38	21	1797	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	13	451	4	1	21	7	1234	38	21	1797	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	13	451	4	1	21	7	1234	38	21	1797	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	451	4	1	21	7	1234	38	21	1797	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	13	451	4	1	21	7	1234	38	21	1797	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.80	0.20	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	861	589	1450	1160	290	1450	1450	2900	1450	2900	2897	3
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.31	0.00	0.00	0.01	0.00	0.43	0.03	0.01	0.62	0.62
Crit Volume:			451			21	0					900
Crit Moves:			****			****	****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	112	2	38	70	1	89	32	1152	0	50	614	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	38	70	1	89	32	1152	0	50	614	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	38	70	1	89	32	1152	0	50	614	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	38	70	1	89	32	1152	0	50	614	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	38	70	1	89	32	1152	0	50	614	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.01	0.25	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1068	19	363	1430	20	1450	1450	2900	0	1450	2778	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.06	0.02	0.40	0.00	0.03	0.22	0.22
Crit Volume:			152			71		576		50		
Crit Moves:			****			****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec):	120	Critical Vol./Cap. (X):	1.038
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1305	795	200	194	294	104	366	1395	1212	391	1142	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1305	795	200	194	294	104	366	1395	1212	391	1142	348
User Adj:	1.00	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:	1305	795	200	194	294	104	366	1395	1212	391	1142	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1305	795	200	194	294	104	366	1395	1212	391	1142	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1305	795	200	194	294	104	366	1395	1212	391	1142	348
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.45	0.27	0.14	0.07	0.07	0.07	0.13	0.32	0.42	0.13	0.39	0.24
Crit Volume:	653			98			183			571		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.423
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	147	0	218	615	504	0	0	377	675
Growth Adj:	1.00	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	147	0	218	615	504	0	0	377	675
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	147	0	0	615	504	0	0	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	147	0	0	615	504	0	0	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	147	0	0	615	504	0	0	377	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.65	1.35	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2473	2027	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.25	0.25	0.00	0.00	0.13	0.00
Crit Volume:				74			373			189		
Crit Moves:				****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.609
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	141	0	200	0	0	0	0	1669	25	20	1468	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:	141	0	200	0	0	0	0	1669	25	20	1468	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	0	200	0	0	0	0	1669	25	20	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	200	0	0	0	0	1669	25	20	1468	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:	141	0	200	0	0	0	0	1669	25	20	1468	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4434	66	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.13	0.00	0.00	0.00	0.00	0.38	0.38	0.01	0.49	0.00
Crit Volume:			200		0			0			734	
Crit Moves:			****				****				****	

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.979
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0
Volume Module:												
Base Vol:	57	185	76	76	33	307	435	1841	118	89	1958	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:	57	185	76	76	33	307	435	1841	118	89	1958	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	57	185	76	76	33	307	435	1841	118	89	1958	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	185	76	76	33	307	435	1841	118	89	1958	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:	57	185	76	76	33	307	435	1841	118	89	1958	81
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2725	175	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.03	0.02	0.21	0.15	0.68	0.68	0.03	0.68	0.06
Crit Volume:		185			38		217				979	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.537
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	304	714	17	399	352	130	149	1038	225	51	981	715
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	304	714	17	399	352	130	149	1038	225	51	981	715
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:	304	714	17	399	352	130	149	1038	225	51	981	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	714	17	399	352	130	149	1038	225	51	981	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	304	714	17	399	352	130	149	1038	225	51	981	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.19	0.81	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4249	101	4350	3177	1173	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.09	0.11	0.11	0.05	0.24	0.16	0.02	0.23	0.00
Crit Volume:			244	133			75				327	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.604
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	185	872	230	138	232	75	325	1268	12	89	1060	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	872	230	138	232	75	325	1268	12	89	1060	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	185	872	230	138	232	75	325	1268	0	89	1060	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	872	230	138	232	75	325	1268	0	89	1060	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	185	872	230	138	232	75	325	1268	0	89	1060	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.16	0.05	0.05	0.05	0.11	0.29	0.00	0.03	0.24	0.00
Crit Volume:		291		69			163				353	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.562
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ovl			Ovl			Include				Ignore			
Min. Green:	0	0	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	4.0	4.0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0	3	0 1	
Volume Module:														
Base Vol:	171	57	52	33	44	6	101	1593	109	33	1201		107	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	171	57	52	33	44	6	101	1593	109	33	1201		107	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		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:	171	57	52	33	44	6	101	1593	109	33	1201		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	171	57	52	33	44	6	101	1593	109	33	1201		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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00	
FinalVolume:	171	57	52	33	44	6	101	1593	109	33	1201		0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.81	0.19	1.00	3.00		1.00	
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4071	279	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.04	0.04	0.02	0.03	0.00	0.07	0.39	0.39	0.02	0.28		0.00	
Crit Volume:	171			44			567			33				
Crit Moves:	****			****			****			****				

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ovl				Ovl			
Min. Green:	0	0	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	4.0	4.0
Lanes:	1	0 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0	3	0 1	
Volume Module:														
Base Vol:	15	67	37	58	22	41	84	1613	51	44	1177		85	
Growth Adj:	1.00	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	67	37	58	22	41	84	1613	51	44	1177		85	
User Adj:	1.00	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:	15	67	37	58	22	41	84	1613	51	44	1177		85	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	15	67	37	58	22	41	84	1613	51	44	1177		85	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		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:	15	67	37	58	22	41	84	1613	51	44	1177		85	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	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	0.64	0.36	1.00	0.35	0.65	1.00	3.00	1.00	1.00	3.00		1.00	
Final Sat.:	1450	934	516	1450	506	944	1450	4350	1450	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.07	0.07	0.04	0.04	0.04	0.06	0.37	0.04	0.03	0.27		0.06	
Crit Volume:	104			63			538			44				
Crit Moves:	****			****			****			****				

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.686
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	317	550	102	79	218	180	403	1821	220	147	1166	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	550	102	79	218	180	403	1821	220	147	1166	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	550	102	79	218	180	403	1821	220	147	1166	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	550	102	79	218	180	403	1821	220	147	1166	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	550	102	79	218	180	403	1821	220	147	1166	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.77	0.23
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5463	337
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.07	0.03	0.05	0.12	0.14	0.42	0.15	0.05	0.21	0.21
Crit Volume:		275			40			607		74		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.432
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	1	25	1	1	8	28	1611	71	22	1308	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:	35	1	25	1	1	8	28	1611	71	22	1308	8
User Adj:	1.00	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:	35	1	25	1	1	8	28	1611	71	22	1308	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1	25	1	1	8	28	1611	71	22	1308	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1	25	1	1	8	28	1611	71	22	1308	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	56	1394	1450	161	1289	1450	4166	184	1450	4324	26
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.01	0.02	0.39	0.39	0.02	0.30	0.30
Crit Volume:	35				9			561		22		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120					Critical Vol./Cap. (X):					0.761					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	96					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:	Ovl			Ovl			Ovl			Ignore						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	329	824		47	929	513		75	101	1141		80	56	1407		614				
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Initial Bse:	329	824		47	929	513		75	101	1141		80	56	1407		614				
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		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:	329	824		47	929	513		75	101	1141		80	56	1407		0				
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0				
Reduced Vol:	329	824		47	929	513		75	101	1141		80	56	1407		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	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00				
FinalVolume:	329	824		47	929	513		75	101	1141		80	56	1407		0				
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450				
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Lanes:	2.00	3.00		1.00	3.00	3.00		1.00	2.00	3.00		1.00	2.00	3.00		1.00				
Final Sat.:	2900	4350		1450	4350	4350		1450	2900	4350		1450	2900	4350		1450				
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.19		0.03	0.21	0.12		0.05	0.03	0.26		0.06	0.02	0.32		0.00				
Crit Volume:		275			310				50					469						
Crit Moves:		****			****				****					****						

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120					Critical Vol./Cap. (X):					0.472					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	43					Level Of Service:					A					
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Split Phase			Split Phase			Protected			Protected						
Rights:	Include			Ovl			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	5	3		11	234	6		36	34	1024		8	30	729		225				
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Initial Bse:	5	3		11	234	6		36	34	1024		8	30	729		225				
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
PHF Volume:	5	3		11	234	6		36	34	1024		8	30	729		225				
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0				
Reduced Vol:	5	3		11	234	6		36	34	1024		8	30	729		225				
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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	3		11	234	6		36	34	1024		8	30	729		225				
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450				
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00				
Lanes:	0.26	0.16		0.58	1.95	0.05		1.00	1.00	1.98		0.02	1.00	1.53		0.47				
Final Sat.:	382	229		839	2828	73		1450	1450	2878		22	1450	2216		684				
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01		0.01	0.08	0.08		0.02	0.02	0.36		0.36	0.02	0.33		0.33				
Crit Volume:				19	120							516	30							
Crit Moves:				****	****							****	****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	15	6	30	265	7	188	133	1159	22	47	849	740
Growth Adj:	1.00	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	6	30	265	7	188	133	1159	22	47	849	740
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	6	0	265	7	188	133	1159	22	47	849	740
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	0	265	7	188	133	1159	22	47	849	740
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	0	265	7	188	133	1159	22	47	849	740
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2825	75	1450	1450	2846	54	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.09	0.09	0.13	0.09	0.41	0.41	0.03	0.29	0.51
Crit Volume:	15			0			133					740
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.281
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 0	0 1	1	0 1!	0 0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	4	375	6	1	1	441	5	0	226	283
Growth Adj:	1.00	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	4	375	6	1	1	441	5	0	226	283
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:	0	0	4	375	6	1	1	441	5	0	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	375	6	1	1	441	5	0	226	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	375	6	1	1	441	5	0	226	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.96	0.03	0.01	0.01	1.97	0.02	0.00	1.00	1.00
Final Sat.:	0	0	1500	2945	47	8	7	2960	34	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.15	0.15	0.15	0.00	0.15	0.00
Crit Volume:			4	191			1				226	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.474
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	0	245	0	0	0	0	883	48	87	569	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:	43	0	245	0	0	0	0	883	48	87	569	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	245	0	0	0	0	883	48	87	569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	245	0	0	0	0	883	48	87	569	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:	43	0	245	0	0	0	0	883	48	87	569	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2845	155	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.16	0.00	0.00	0.00	0.00	0.31	0.31	0.06	0.19	0.00
Crit Volume:			245		0			466			0	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.344
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	9	0	2	56	3	6	0	859	5	0	531	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:	9	0	2	56	3	6	0	859	5	0	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	56	3	6	0	859	5	0	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	56	3	6	0	859	5	0	531	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:	9	0	2	56	3	6	0	859	5	0	531	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.33	0.67	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	483	967	0	2883	17	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.30	0.30	0.00	0.18	0.00
Crit Volume:			11		56			432			0	
Crit Moves:			****	****				****			****	

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	571	779	210	181	493	178	154	1288	245	230	1695	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:	571	779	210	181	493	178	154	1288	245	230	1695	154
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:	571	779	210	181	493	178	154	1288	245	230	1695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	571	779	210	181	493	178	154	1288	245	230	1695	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	571	779	210	181	493	178	154	1288	245	230	1695	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.14	0.06	0.11	0.12	0.05	0.30	0.17	0.08	0.39	0.00
Crit Volume:	286				164			77			565	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.479
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	131	1159	57	183	950	14	25	109	125	71	93	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1159	57	183	950	14	25	109	125	71	93	73
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	131	1159	0	183	950	0	25	109	0	71	93	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	1159	0	183	950	0	25	109	0	71	93	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	131	1159	0	183	950	0	25	109	0	71	93	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.00	0.13	0.22	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		386			183			55			71	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.585
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	141	239	108	84	275	336	33	2030	489	66	1501	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	239	108	84	275	336	33	2030	489	66	1501	108
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	141	239	0	84	275	0	33	2030	0	66	1501	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	239	0	84	275	0	33	2030	0	66	1501	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	141	239	0	84	275	0	33	2030	0	66	1501	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.00	0.03	0.06	0.00	0.01	0.47	0.00	0.02	0.26	0.00
Crit Volume:	47			92			677			33		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.546
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1146	85	199	1285	87	253	216	122	63	168	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1146	85	199	1285	87	253	216	122	63	168	77
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1146	0	199	1285	0	253	216	0	63	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1146	0	199	1285	0	253	216	0	63	168	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1146	0	199	1285	0	253	216	0	63	168	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.14	0.30	0.00	0.09	0.07	0.00	0.04	0.06	0.00
Crit Volume:		382			199			127			84	
Crit Moves:		****			****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.363
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	63	7	11	17	17	22	8	410	114	28	830	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	7	11	17	17	22	8	410	114	28	830	15
User Adj:	1.00	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:	63	7	11	17	17	22	8	410	114	28	830	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	7	11	17	17	22	8	410	114	28	830	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	63	7	11	17	17	22	8	410	114	28	830	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1305	145	1450	725	725	1450	1450	2269	631	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.18	0.18	0.02	0.29	0.01
Crit Volume:		70			34			8			415	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.385
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	48	715	9	6	866	7	18	5	53	15	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	715	9	6	866	7	18	5	53	15	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	715	9	6	866	7	18	5	53	15	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	715	9	6	866	7	18	5	53	15	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	715	9	6	866	7	18	5	53	15	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2864	36	1450	2877	23	1450	125	1325	1359	91	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.00	0.30	0.30	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48					437		58			16	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	70	183	21	68	277	84	57	151	40	41	262	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	183	21	68	277	84	57	151	40	41	262	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	183	21	68	277	84	57	151	40	41	262	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	183	21	68	277	84	57	151	40	41	262	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	183	21	68	277	84	57	151	40	41	262	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.01	0.05	0.19	0.06	0.04	0.05	0.03	0.03	0.09	0.08
Crit Volume:		183			277		57				131	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	68	670	6	14	465	111	47	0	30	8	1	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	670	6	14	465	111	47	0	30	8	1	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	670	6	14	465	111	47	0	30	8	1	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	670	6	14	465	111	47	0	30	8	1	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	670	6	14	465	111	47	0	30	8	1	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	39	1411
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.00	0.01	0.16	0.08	0.02	0.00	0.02	0.01	0.03	0.03
Crit Volume:		335		14					30			37
Crit Moves:		****		****					****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.399
Loss Time (sec): 9 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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	24	166	71	43	173	138	87	90	18	38	218	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	166	71	43	173	138	87	90	18	38	218	50
User Adj:	1.00	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	166	71	43	173	138	87	90	18	38	218	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	166	71	43	173	138	87	90	18	38	218	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:	24	166	71	43	173	138	87	90	18	38	218	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	289	1161	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.03	0.01	0.03	0.08	0.03
Crit Volume:		166			216			87			109	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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:	0	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	55	195	5	30	280	70	82	82	36	4	215	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	195	5	30	280	70	82	82	36	4	215	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	195	5	30	280	70	82	82	36	4	215	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	195	5	30	280	70	82	82	36	4	215	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	195	5	30	280	70	82	82	36	4	215	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	319	1131	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.03	0.02	0.00	0.07	0.00
Crit Volume:		250			310			82			108	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120			Critical Vol./Cap. (X):			0.575									
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	54			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:	Ovl			Include			Ovl			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	1 0	0 1	0	0 1!	0 0	1	0 2	0 1	1	0 2	0 1				
Volume Module:																
Base Vol:	46	260	34	4	285	20	40	161	65	22	450	19				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	46	260	34	4	285	20	40	161	65	22	450	19				
User Adj:	1.00	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:	46	260	34	4	285	20	40	161	65	22	450	19				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	46	260	34	4	285	20	40	161	65	22	450	19				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	46	260	34	4	285	20	40	161	65	22	450	19				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	0.01	0.93	0.06	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1450	1450	1450	19	1337	94	1450	2900	1450	1450	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.18	0.02	0.21	0.21	0.21	0.03	0.06	0.04	0.02	0.16	0.01				
Crit Volume:		260				309	40				225					
Crit Moves:		****				****	****				****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120			Critical Vol./Cap. (X):			0.608									
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	58			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:	Ovl			Ignore			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1				
Volume Module:																
Base Vol:	61	1207	29	59	1012	114	198	52	21	12	21	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:	61	1207	29	59	1012	114	198	52	21	12	21	41				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	61	1207	29	59	1012	0	198	52	21	12	21	41				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	61	1207	29	59	1012	0	198	52	21	12	21	41				
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:	61	1207	29	59	1012	0	198	52	21	12	21	41				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.42	0.02	0.04	0.35	0.00	0.14	0.04	0.01	0.01	0.01	0.03				
Crit Volume:		604			59		198				21					
Crit Moves:		****			****		****				****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100			Critical Vol./Cap. (X):			0.634								
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	62			Level Of Service:			B								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	0 1	1	0 1.0	0 1			
Volume Module:															
Base Vol:	38	1261	98	52	610	17	209	12	108	134	5	80			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	38	1261	98	52	610	17	209	12	108	134	5	80			
User Adj:	1.00	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:	38	1261	98	52	610	17	209	12	108	134	5	80			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	38	1261	98	52	610	17	209	12	108	134	5	80			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	1261	98	52	610	17	209	12	108	134	5	80			
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450			
Capacity Analysis Module:															
Vol/Sat:	0.03	0.43	0.07	0.04	0.21	0.01	0.14	0.01	0.07	0.09	0.00	0.06			
Crit Volume:		631		0			209					80			
Crit Moves:	****			****			****					****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100			Critical Vol./Cap. (X):			0.503								
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	37			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			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 2.0	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0			
Volume Module:															
Base Vol:	69	1299	0	0	1115	65	105	0	37	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:	69	1299	0	0	1115	65	105	0	37	0	0	0			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	69	1299	0	0	1115	65	105	0	37	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	69	1299	0	0	1115	65	105	0	37	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:	69	1299	0	0	1115	65	105	0	37	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00			
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.43	0.00	0.00	0.37	0.04	0.07	0.00	0.02	0.00	0.00	0.00			
Crit Volume:		650		0			105					0			
Crit Moves:	****			****			****								

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.854
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	1	0	4	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	403	1510	57	52	1036	151	178	449	821	64	226	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	1510	57	52	1036	151	178	449	821	64	226	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	1510	57	52	1036	151	178	449	821	64	226	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	1510	57	52	1036	151	178	449	821	64	226	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	1510	57	52	1036	151	178	449	821	64	226	78
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.04	0.04	0.18	0.10	0.06	0.15	0.57	0.04	0.05	0.05
Crit Volume:		503		52					821	64		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.545
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	1	1	0	0	1
Volume Module:												
Base Vol:	12	1670	372	36	497	9	43	9	19	43	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1670	372	36	497	9	43	9	19	43	1	4
User Adj:	1.00	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:	12	1670	372	36	497	9	43	9	19	43	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1670	372	36	497	9	43	9	19	43	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	1670	372	36	497	9	43	9	19	43	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.45	0.55	1.00	2.95	0.05	0.83	0.17	1.00	1.95	0.05	1.00
Final Sat.:	1450	3558	792	1450	4273	77	1199	251	1450	2834	66	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.02	0.12	0.12	0.04	0.04	0.01	0.02	0.02	0.00
Crit Volume:			681	36				52			22	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 9 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				Ovl				Ignore				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0 1	1	0	3	0 1	1	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	290	1036	140		96	1130	381		87	4	51		54	4	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	290	1036	140		96	1130	381		87	4	51		54	4	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	290	1036	140		96	1130	381		87	4	0		54	4	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	290	1036	140		96	1130	381		87	4	0		54	4	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	290	1036	140		96	1130	381		87	4	0		54	4	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.91	0.09	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		2773	127	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.24	0.10		0.07	0.26	0.26		0.03	0.03	0.00		0.04	0.00	0.00	
Crit Volume:	290					377				46				54		
Crit Moves:	****					****				****				****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1896	24		0	1950	0		0	0	0		103	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	1896	24		0	1950	0		0	0	0		103	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	1896	24		0	1950	0		0	0	0		103	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1896	24		0	1950	0		0	0	0		103	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	1896	24		0	1950	0		0	0	0		103	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.42	0.02		0.00	0.43	0.00		0.00	0.00	0.00		0.07	0.00	0.00	
Crit Volume:	0					650				0				103		
Crit Moves:	****					****								****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.772
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	148	936	491	518	655	76	4	66	9	409	390	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	936	491	518	655	76	4	66	9	409	390	553
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	148	936	491	518	655	0	4	66	0	409	390	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	936	491	518	655	0	4	66	0	409	390	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	148	936	491	518	655	0	4	66	0	409	390	553
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.34	0.18	0.23	0.00	0.00	0.02	0.00	0.09	0.27	0.38
Crit Volume:		468		259			2				390	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.696
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2 0	1	1 0	2 1	0	1 0	1 1	0 0	1 1	1 0	1
Volume Module:												
Base Vol:	1	1721	131	171	818	35	2	2	4	18	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1721	131	171	818	35	2	2	4	18	2	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:	1	1721	131	171	818	35	2	2	4	18	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1721	131	171	818	35	2	2	4	18	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1721	131	171	818	35	2	2	4	18	2	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.88	0.12	1.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1500	3000	1500	1500	4315	185	1500	1500	1500	2700	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.09	0.11	0.19	0.19	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		861		171					4	10		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	91	1630	115	193	901	106	159	463	162	186	178	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1630	115	193	901	106	159	463	162	186	178	140
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	1630	0	193	901	0	159	463	162	186	178	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	1630	0	193	901	0	159	463	162	186	178	140
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	1630	0	193	901	0	159	463	162	186	178	140
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.07	0.21	0.00	0.05	0.16	0.11	0.06	0.04	0.10
Crit Volume:		543			97			232		93		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	52	1724	32	8	1129	45	80	11	100	71	5	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1724	32	8	1129	45	80	11	100	71	5	23
User Adj:	1.00	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:	52	1724	32	8	1129	45	80	11	100	71	5	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1724	32	8	1129	45	80	11	100	71	5	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	52	1724	32	8	1129	45	80	11	100	71	5	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.89	0.11	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1450	4271	79	1450	4183	167	1275	175	1450	1355	95	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.40	0.01	0.27	0.27	0.06	0.06	0.07	0.05	0.05	0.02
Crit Volume:			585		8			91			76	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.791	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	109	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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	166	1420	516	93	483	59	589	1389	165	492	482	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	1420	516	93	483	59	589	1389	165	492	482	203
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	166	1420	0	93	483	0	589	1389	0	492	482	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	1420	0	93	483	0	589	1389	0	492	482	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	166	1420	0	93	483	0	589	1389	0	492	482	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.03	0.08	0.00	0.20	0.32	0.00	0.11	0.11	0.00
Crit Volume:		473			47			463		164		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	48	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	19	1779	20	9	1281	10	46	2	46	35	3	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:	19	1779	20	9	1281	10	46	2	46	35	3	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1779	20	9	1281	10	46	2	46	35	3	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1779	20	9	1281	10	46	2	46	35	3	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	1779	20	9	1281	10	46	2	46	35	3	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.49	0.02	0.49	0.56	0.05	0.39
Final Sat.:	1450	4302	48	1450	4316	34	710	31	710	819	70	561
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.01	0.30	0.30	0.06	0.06	0.06	0.04	0.04	0.04
Crit Volume:			600		9			94			62	
Crit Moves:			****	****				****			****	

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Include			Ovl			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:	2	0 3	0 1	2	0 2	1 0	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	116	1918	93	129	1698	43	118	204	202	167	45	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	1918	93	129	1698	43	118	204	202	167	45	37
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	116	1918	0	129	1698	43	118	204	202	167	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1918	0	129	1698	43	118	204	202	167	45	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	116	1918	0	129	1698	43	118	204	202	167	45	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4243	107	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.00	0.04	0.40	0.40	0.08	0.07	0.14	0.06	0.02	0.00
Crit Volume:		639		65					202	84		
Crit Moves:		****		****					****	****		

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	1 1	0 1	2	1 1	0 1
Volume Module:												
Base Vol:	17	1430	55	158	1859	38	8	1	11	42	4	118
Growth Adj:	1.00	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	1430	55	158	1859	38	8	1	11	42	4	118
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	17	1430	0	158	1859	38	8	1	0	42	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1430	0	158	1859	38	8	1	0	42	4	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	17	1430	0	158	1859	38	8	1	0	42	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.00	0.05	0.43	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	9				620		3			14		
Crit Moves:	****				****		****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	31	1591	3	11	1632	14	64	0	96	3	0	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:	31	1591	3	11	1632	14	64	0	96	3	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	1591	3	11	1632	14	64	0	96	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	1591	3	11	1632	14	64	0	96	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	31	1591	3	11	1632	14	64	0	96	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2895	5	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.01	0.56	0.01	0.04	0.00	0.07	0.00	0.00	0.01
Crit Volume:	0			816					96	3		
Crit Moves:	****			****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.780
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	860	625	44	1064	641	161	269	1054	612	51	1413	589
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	860	625	44	1064	641	161	269	1054	612	51	1413	589
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	860	625	0	1064	641	0	269	1054	0	51	1413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	860	625	0	1064	641	0	269	1054	0	51	1413	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	860	625	0	1064	641	0	269	1054	0	51	1413	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.30	0.14	0.00	0.24	0.15	0.00	0.09	0.18	0.00	0.02	0.24	0.00
Crit Volume:	430				214		135				353	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.658
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	28	1207	7	9	1233	449	378	16	305	2	2	4
Growth Adj:	1.00	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	1207	7	9	1233	449	378	16	305	2	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1207	7	9	1233	449	378	16	305	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1207	7	9	1233	449	378	16	305	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	1207	7	9	1233	449	378	16	305	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.05	0.95	1.00	1.00	1.00
Final Sat.:	2900	2883	17	1450	2900	1450	2900	72	1378	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.01	0.43	0.31	0.13	0.22	0.22	0.00	0.00	0.00
Crit Volume:	14			617			321			2		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.410
Loss Time (sec):	12	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:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	33	787	2	36	455	92	201	16	32	25	14	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	787	2	36	455	92	201	16	32	25	14	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	787	2	36	455	92	201	16	32	25	14	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	787	2	36	455	92	201	16	32	25	14	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	787	2	36	455	92	201	16	32	25	14	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.66	0.34	1.61	0.13	0.26	0.64	0.36	1.00
Final Sat.:	1450	2893	7	1450	2412	488	2341	186	373	929	521	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.02	0.19	0.19	0.09	0.09	0.09	0.03	0.03	0.02
Crit Volume:		395			36			125			39	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120			Critical Vol./Cap. (X):				0.659								
Loss Time (sec):	9			Average Delay (sec/veh):				xxxxxx								
Optimal Cycle:	55			Level Of Service:				B								
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected						
Rights:	Ovl			Include			Include			Ovl						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0	1	2	0	2	0	0	0	0	0	0	0	2	0	0	0	1
Volume Module:																				
Base Vol:	0	703	320	807	611	0	0	0	0	199	0	637								
Growth Adj:	1.00	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	703	320	807	611	0	0	0	0	199	0	637								
User Adj:	1.00	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	703	320	807	611	0	0	0	0	199	0	637								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	703	320	807	611	0	0	0	0	199	0	637								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	703	320	807	611	0	0	0	0	199	0	637								
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00								
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.23	0.21	0.27	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.42								
Crit Volume:		352		0			0					637								
Crit Moves:		****		****								****								

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120			Critical Vol./Cap. (X):				0.325								
Loss Time (sec):	9			Average Delay (sec/veh):				xxxxxx								
Optimal Cycle:	28			Level Of Service:				A								
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Permitted			Permitted						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	25	828	20	11	558	9	21	3	9	28	2	7								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	25	828	20	11	558	9	21	3	9	28	2	7								
User Adj:	1.00	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:	25	828	20	11	558	9	21	3	9	28	2	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	25	828	20	11	558	9	21	3	9	28	2	7								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	828	20	11	558	9	21	3	9	28	2	7								
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00								
Final Sat.:	1500	2929	71	1500	2952	48	1313	188	1500	1400	100	1500								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.28	0.28	0.01	0.19	0.19	0.02	0.02	0.01	0.02	0.02	0.00								
Crit Volume:		424		11				24		28										
Crit Moves:		****		****				****		****										

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.452
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	6	62	13	242	17	39	76	732	2	2	237	169
Growth Adj:	1.00	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	62	13	242	17	39	76	732	2	2	237	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	62	13	242	17	39	76	732	2	2	237	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	62	13	242	17	39	76	732	2	2	237	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	62	13	242	17	39	76	732	2	2	237	169
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	1368	1500	1402	98	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.17	0.17	0.03	0.05	0.24	0.00	0.00	0.08	0.11
Crit Volume:		68		242				366		2		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.338
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	1	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	77	0	120	0	0	0	0	656	145	102	188	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:	77	0	120	0	0	0	0	656	145	102	188	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	0	120	0	0	0	0	656	145	102	188	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	120	0	0	0	0	656	145	102	188	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:	77	0	120	0	0	0	0	656	145	102	188	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.22	0.10	0.07	0.06	0.00
Crit Volume:	77			0				328		102		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120					Critical Vol./Cap. (X):					0.511					
Loss Time (sec):	9					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:	Ignore			Ovl			Include			Ovl						
Min. Green:	0	0	0	0	0	0	0	0	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	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	0	2	2	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	49	0	380	631	1285		0	0	803		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:	0	0	0	49	0	380	631	1285		0	0	803		48						
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	49	0	380	631	1285		0	0	803		48						
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0		0						
Reduced Vol:	0	0	0	49	0	380	631	1285		0	0	803		48						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	49	0	380	631	1285		0	0	803		48						
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00								
Final Sat.:	0	0	0	1500	0	3000	3000	3000		0	0	3000		1500						
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.21	0.43	0.00	0.00	0.27	0.03								
Crit Volume:		0		49			316				402									
Crit Moves:				****			****				****									

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120					Critical Vol./Cap. (X):					0.602					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	57					Level Of Service:					B					
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	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	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	148	405	18	128	206	141	187	545	19	18	191	79								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	148	405	18	128	206	141	187	545	19	18	191	79								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	148	405	18	128	206	141	187	545	19	18	191	79								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	148	405	18	128	206	141	187	545	19	18	191	79								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	148	405	18	128	206	141	187	545	19	18	191	79								
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	0.96	0.04	1.00	0.59	0.41	1.00	1.93	0.07	1.00	1.41	0.59								
Final Sat.:	1450	1388	62	1450	861	589	1450	2802	98	1450	2051	849								
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.29	0.29	0.09	0.24	0.24	0.13	0.19	0.19	0.01	0.09	0.09								
Crit Volume:		423		128			187				135									
Crit Moves:		****		****			****				****									

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	92	92	120	49	17	45	927	12	74	355	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	92	92	120	49	17	45	927	12	74	355	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	92	92	120	49	17	45	927	12	74	355	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	92	92	120	49	17	45	927	12	74	355	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	92	92	120	49	17	45	927	12	74	355	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.01	0.03	0.32	0.01	0.05	0.12	0.04
Crit Volume:		92		120				464		74		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	48	14	175	55	11	6	3	739	29	70	231	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	14	175	55	11	6	3	739	29	70	231	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	14	175	55	11	6	3	739	29	70	231	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	14	175	55	11	6	3	739	29	70	231	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	14	175	55	11	6	3	739	29	70	231	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.83	0.17	1.00	1.00	1.92	0.08	1.00	1.95	0.05
Final Sat.:	1123	327	1450	1208	242	1450	1450	2790	110	1450	2827	73
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.12	0.05	0.05	0.00	0.00	0.26	0.26	0.05	0.08	0.08
Crit Volume:			175		66			384		0		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.297
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0	0	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	72	0	14	13	720	0	0	244	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	0	0	72	0	14	13	720	0	0	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	14	13	720	0	0	244	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	14	13	720	0	0	244	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	14	13	720	0	0	244	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	1.00	2.00	0.00	0.00	1.76	0.24
Final Sat.:	0	0	0	1256	0	244	1500	3000	0	0	2643	357
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.24	0.00	0.00	0.09	0.09
Crit Volume:	0					86		360		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.452
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	162	921	0	1	573	139	373	2	630	7	2	3
Growth Adj:	1.00	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	921	0	1	573	139	373	2	630	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	162	921	0	1	573	139	373	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	921	0	1	573	139	373	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	162	921	0	1	573	139	373	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2885	15	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.00	0.20	0.10	0.13	0.13	0.00	0.00	0.00	0.00
Crit Volume:		460			1		188			7		
Crit Moves:		****			****		****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.554
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	33	387	71	183	154	124	786	530	37	35	251	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	387	71	183	154	124	786	530	37	35	251	215
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	33	387	0	183	154	0	786	530	0	35	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	387	0	183	154	0	786	530	0	35	251	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	33	387	0	183	154	0	786	530	0	35	251	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.00	0.06	0.05	0.00	0.27	0.18	0.00	0.01	0.09	0.00
Crit Volume:		194		92			393				126	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.523
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	441	349	105	87	490	87	160	610	315	69	335	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	349	105	87	490	87	160	610	315	69	335	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	349	105	87	490	87	160	610	315	69	335	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	349	105	87	490	87	160	610	315	69	335	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	349	105	87	490	87	160	610	315	69	335	78
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.07	0.03	0.11	0.06	0.11	0.21	0.22	0.05	0.12	0.05
Crit Volume:	221				163			305		69		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.445
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	353	560	63	17	249	81	42	324	283	20	152	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	560	63	17	249	81	42	324	283	20	152	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	353	560	0	17	249	81	42	324	0	20	152	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	560	0	17	249	81	42	324	0	20	152	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	353	560	0	17	249	81	42	324	0	20	152	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3282	1068	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.24	0.19	0.00	0.01	0.08	0.08	0.03	0.11	0.00	0.01	0.05	0.00
Crit Volume:	353					110		162		20		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.257
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	621	49	41	535	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	621	49	41	535	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	621	49	41	535	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	621	49	41	535	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:	34	0	14	0	0	0	0	621	49	41	535	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.03	0.03	0.18	0.00
Crit Volume:	34					0		311		41		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.363
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	30	302	164	234	503	81	84	6	15	75	8	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	302	164	234	503	81	84	6	15	75	8	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	302	164	234	503	81	84	6	15	75	8	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	302	164	234	503	81	84	6	15	75	8	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	302	164	234	503	81	84	6	15	75	8	187
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.87	0.13	1.00	0.90	0.10	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2707	193	1450	1310	140	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.11	0.16	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			164	234				45			83	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.433
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	456	6	309	570	0	0	0	0	58	0	189
Growth Adj:	1.00	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	456	6	309	570	0	0	0	0	58	0	189
User Adj:	1.00	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	456	6	309	570	0	0	0	0	58	0	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	456	6	309	570	0	0	0	0	58	0	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	456	6	309	570	0	0	0	0	58	0	189
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.21	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.13
Crit Volume:		152		309			0					189
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.474
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	3	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	35	702	86		238	544	18		15	2	16		36	2	176	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	35	702	86		238	544	18		15	2	16		36	2	176	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	35	702	86		238	544	18		15	2	16		36	2	176	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	35	702	86		238	544	18		15	2	16		36	2	176	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	35	702	86		238	544	18		15	2	16		36	2	176	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.78	0.22		1.00	3.00	1.00		0.88	0.12	1.00		0.95	0.05	1.00	
Final Sat.:	1450	2584	316		1450	4350	1450		1279	171	1450		1374	76	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.27		0.16	0.13	0.01		0.01	0.01	0.01		0.03	0.03	0.12	
Crit Volume:			394		238					17				38		
Crit Moves:			****		****					****				****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.138
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	23	1	22		13	2	5		1	150	24		23	261	4	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	1	22		13	2	5		1	150	24		23	261	4	
User Adj:	1.00	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:	23	1	22		13	2	5		1	150	24		23	261	4	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	1	22		13	2	5		1	150	24		23	261	4	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	23	1	22		13	2	5		1	150	24		23	261	4	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.50	0.02	0.48		0.65	0.10	0.25		1.00	1.72	0.28		1.00	1.97	0.03	
Final Sat.:	725	32	693		943	145	363		1450	2500	400		1450	2856	44	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.03		0.01	0.01	0.01		0.00	0.06	0.06		0.02	0.09	0.09	
Crit Volume:			46			20				1					133	
Crit Moves:			****			****				****					****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	0	1 1	1	0	1 0
Volume Module:												
Base Vol:	6	0	12	68	0	35	174	654	10	8	232	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	12	68	0	35	174	654	10	8	232	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	68	0	35	174	654	10	8	232	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	68	0	35	174	654	10	8	232	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	12	68	0	35	174	654	10	8	232	132
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.27	0.73
Final Sat.:	1450	0	1450	1450	0	1450	1450	2856	44	1450	1848	1052
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.02	0.12	0.23	0.23	0.01	0.13	0.13
Crit Volume:			12	68			174					182
Crit Moves:			****	****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.552
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	412	548	325	42	958	149	87	251	148	299	266	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	412	548	325	42	958	149	87	251	148	299	266	20
User Adj:	1.00	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:	412	548	325	42	958	149	87	251	148	299	266	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	412	548	325	42	958	149	87	251	148	299	266	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	412	548	325	42	958	149	87	251	148	299	266	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.22	0.01	0.22	0.10	0.03	0.09	0.10	0.10	0.09	0.01
Crit Volume:	206				319			126		150		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	3	0	1 0 1
Volume Module:												
Base Vol:	670	1279	856	17	988	6	27	308	607	525	222	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:	670	1279	856	17	988	6	27	308	607	525	222	35
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	670	1279	0	17	988	0	27	308	0	525	222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	1279	0	17	988	0	27	308	0	525	222	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	670	1279	0	17	988	0	27	308	0	525	222	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.29	0.00	0.01	0.23	0.00	0.01	0.11	0.00	0.12	0.15	0.00
Crit Volume:	335				329			154		175		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	104	21	58	126	6	8	19	2105	20	63	1280	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	21	58	126	6	8	19	2105	20	63	1280	68
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	21	0	126	6	0	19	2105	0	63	1280	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	21	0	126	6	0	19	2105	0	63	1280	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	21	0	126	6	0	19	2105	0	63	1280	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.09	0.00	0.00	0.01	0.48	0.00	0.04	0.29	0.00
Crit Volume:		21			126			702		63		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.320
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	5	413	146	54	910	8	14	18	46	218	12	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	413	146	54	910	8	14	18	46	218	12	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	413	146	54	910	8	14	18	46	218	12	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	413	146	54	910	8	14	18	46	218	12	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	413	146	54	910	8	14	18	46	218	12	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.22	0.78
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	316	1134
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.10	0.04	0.21	0.01	0.01	0.01	0.03	0.08	0.04	0.04
Crit Volume:	5				303				46	109		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.293
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	15	15	4	79	6	24	42	627	5	6	579	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	15	4	79	6	24	42	627	5	6	579	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	15	4	79	6	24	42	627	5	6	579	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	15	4	79	6	24	42	627	5	6	579	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	15	4	79	6	24	42	627	5	6	579	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.05	0.00	0.02	0.03	0.22	0.00	0.00	0.20	0.04
Crit Volume:		15			79			42			290	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.462
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	87	0	50	45	1212	0	0	724	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:	0	0	0	87	0	50	45	1212	0	0	724	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:	0	0	0	87	0	50	45	1212	0	0	724	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	50	45	1212	0	0	724	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:	0	0	0	87	0	50	45	1212	0	0	724	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.03	0.40	0.00	0.00	0.24	0.02
Crit Volume:		0		87				606		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.333
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	20	73	14	5	13	26	787	4	56	735	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:	5	20	73	14	5	13	26	787	4	56	735	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	20	73	14	5	13	26	787	4	56	735	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	20	73	14	5	13	26	787	4	56	735	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	20	73	14	5	13	26	787	4	56	735	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.05	0.01	0.00	0.01	0.02	0.27	0.00	0.04	0.25	0.03
Crit Volume:		20		14				394		56		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap. (X):	0.420		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	32	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	28	0	5	11	1205	0	0	731	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	28	0	5	11	1205	0	0	731	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	28	0	5	11	1205	0	0	731	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	28	0	5	11	1205	0	0	731	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	28	0	5	11	1205	0	0	731	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.85	0.00	0.15	1.00	2.00	0.00	0.00	1.98	0.02
Final Sat.:	0	0	0	1273	0	227	1500	3000	0	0	2976	24
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.40	0.00	0.00	0.25	0.25
Crit Volume:				0	28			603		0		
Crit Moves:					****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.984		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	E		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	424	1024	491	165	735	58	34	1205	879	861	727	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	1024	491	165	735	58	34	1205	879	861	727	186
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	424	1024	0	165	735	0	34	1205	0	861	727	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	1024	0	165	735	0	34	1205	0	861	727	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	424	1024	0	165	735	0	34	1205	0	861	727	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.35	0.00	0.06	0.17	0.00	0.01	0.28	0.00	0.30	0.17	0.00
Crit Volume:		512			83			402		431		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.441
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	114	0	21	3	1095	0	0	688	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:	0	0	0	114	0	21	3	1095	0	0	688	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	114	0	21	3	1095	0	0	688	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	114	0	21	3	1095	0	0	688	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	114	0	21	3	1095	0	0	688	58
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.00	0.37	0.00	0.00	0.23	0.04
Crit Volume:		0		114				547		0		
Crit Moves:				****				****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:																				
Base Vol:	138	1522		88	180	1826		118	170		7	106	30		2	20				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1522		88	180	1826		118	170		7	106	30		2	20				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00					
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00					
PHF Volume:	138	1522		0	180	1826		0	170		7	0	30		2	0				
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0				
Reduced Vol:	138	1522		0	180	1826		0	170		7	0	30		2	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00					
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00					
FinalVolume:	138	1522		0	180	1826		0	170		7	0	30		2	0				
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450					
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00					
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450								
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.26	0.00	0.06	0.42	0.00	0.06	0.00	0.00	0.01	0.00	0.00								
Crit Volume:	69			609			85			2										
Crit Moves:	****			****			****			****										

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	121	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	137	1061	297	99	480	169	195	1546	56	162	855	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	1061	297	99	480	169	195	1546	56	162	855	129
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	137	1061	0	99	480	169	195	1546	56	162	855	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	1061	0	99	480	169	195	1546	56	162	855	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	137	1061	0	99	480	169	195	1546	56	162	855	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.03	0.11	0.12	0.07	0.36	0.04	0.06	0.15	0.00
Crit Volume:		531		50				515		81		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.654
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	129	0	351	0	0	0	0	1856	33	75	699	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:	129	0	351	0	0	0	0	1856	33	75	699	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	0	351	0	0	0	0	1856	33	75	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	0	351	0	0	0	0	1856	33	75	699	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:	129	0	351	0	0	0	0	1856	33	75	699	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.95	0.05	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4421	79	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.23	0.00	0.00	0.00	0.00	0.42	0.42	0.05	0.16	0.00
Crit Volume:			351	0					630	0		
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.581
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	155	685	606	219	417	97	117	1093	208	53	532	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	685	606	219	417	97	117	1093	208	53	532	244
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	155	685	0	219	417	0	117	1093	0	53	532	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	685	0	219	417	0	117	1093	0	53	532	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	155	685	0	219	417	0	117	1093	0	53	532	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.24	0.00	0.08	0.14	0.00	0.04	0.25	0.00	0.02	0.12	0.00
Crit Volume:		343		109				364		27		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	2	1395	20	63	260	5	7	2	3	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1395	20	63	260	5	7	2	3	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1395	20	63	260	5	7	2	3	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1395	20	63	260	5	7	2	3	6	0	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:	2	1395	20	63	260	5	7	2	3	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.78	0.22	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2845	55	1128	322	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.09	0.09	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:		708		63				9		6		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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:	0	0	1 1	0	1	0 2	0	0	0 0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	1284	2	27	249	0	0	0	0	77	17	131
Growth Adj:	1.00	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	1284	2	27	249	0	0	0	0	77	17	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1284	2	27	249	0	0	0	0	77	17	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1284	2	27	249	0	0	0	0	77	17	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:	0	1284	2	27	249	0	0	0	0	77	17	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.68	0.32	1.00
Final Sat.:	0	2995	5	1500	3000	0	0	0	0	1027	473	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.08	0.00	0.00	0.00	0.00	0.07	0.04	0.09
Crit Volume:		643		0			0					131
Crit Moves:		****		****								****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.583
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	10	1296	90	55	256	3	6	26	35	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1296	90	55	256	3	6	26	35	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	1296	90	55	256	0	6	26	35	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1296	90	55	256	0	6	26	35	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	10	1296	90	55	256	0	6	26	35	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2712	188	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.04	0.09	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:		693		55				32			65	
Crit Moves:		****		****				****			****	

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 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	0	1	0	1	1	2	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	34	0	3	21	147	0	0	167	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	3	21	147	0	0	167	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	3	21	147	0	0	167	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	3	21	147	0	0	167	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	34	0	3	21	147	0	0	167	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.06	0.04
Crit Volume:		0		34			21				84	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	112	0	129	0	0	0	0	1930	86	72	1763	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:	112	0	129	0	0	0	0	1930	86	72	1763	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	129	0	0	0	0	1930	86	72	1763	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	129	0	0	0	0	1930	86	72	1763	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:	112	0	129	0	0	0	0	1930	86	72	1763	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.43	0.06	0.05	0.39	0.00
Crit Volume:			129	0				643		72		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120					Critical Vol./Cap. (X):					0.519					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	47					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:		Ovl				Ovl				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	1	0	0	1	1	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	3	9	4		76	2	73		100	1960	23		51	1797	412	
Growth Adj:	1.00	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	9	4		76	2	73		100	1960	23		51	1797	412	
User Adj:	1.00	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:	3	9	4		76	2	73		100	1960	23		51	1797	412	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	3	9	4		76	2	73		100	1960	23		51	1797	412	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	9	4		76	2	73		100	1960	23		51	1797	412	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.95	0.05	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		2826	74	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.00		0.03	0.03	0.05		0.07	0.45	0.02		0.04	0.41	0.28	
Crit Volume:		9				39				653				51		
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120					Critical Vol./Cap. (X):					0.878					
Loss Time (sec):	9					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	153					Level Of Service:					D					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Protected				Protected			
Rights:		Include				Ovl				Ovl				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:	0	1	0	0	1	2	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																
Base Vol:	7	10	20		411	4	250		242	1809	8		5	1559	917	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	7	10	20		411	4	250		242	1809	8		5	1559	917	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	7	10	20		411	4	250		242	1809	8		5	1559	917	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	10	20		411	4	250		242	1809	8		5	1559	917	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	10	20		411	4	250		242	1809	8		5	1559	917	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.41	0.59	1.00		2.97	0.03	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	618	882	1500		4457	43	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.09	0.09	0.17		0.16	0.40	0.01		0.00	0.35	0.61	
Crit Volume:			20		138				242						917	
Crit Moves:			****		****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ignore			Ovl			Ignore			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:	2	1	0	0	1	1	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	351	112	114	8	92	46	307	2206	372	294	1872	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:	351	112	114	8	92	46	307	2206	372	294	1872	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	351	112	0	8	92	46	307	2206	0	294	1872	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	112	0	8	92	46	307	2206	0	294	1872	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	351	112	0	8	92	46	307	2206	0	294	1872	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.27	0.73	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3298	1052	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.01	0.03	0.03	0.11	0.51	0.00	0.10	0.43	0.02
Crit Volume:	154			46			735			147		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.538
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore			Ignore			Ignore			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	1	0	0	1	1	1	0	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	197	74	203	8	21	2	13	1950	117	271	2216	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	74	203	8	21	2	13	1950	117	271	2216	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	197	74	0	8	21	0	13	1950	0	271	2216	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	74	0	8	21	0	13	1950	0	271	2216	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	197	74	0	8	21	0	13	1950	0	271	2216	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	0.55	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2108	792	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.01	0.01	0.00	0.00	0.34	0.00	0.09	0.38	0.00
Crit Volume:	136			21			488			136		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	87	0	486	336	1899	2	0	1675	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	87	0	486	336	1899	2	0	1675	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	87	0	486	336	1899	2	0	1675	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	87	0	486	336	1899	2	0	1675	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	87	0	486	336	1899	2	0	1675	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.17	0.12	0.44	0.44	0.00	0.39	0.06
Crit Volume:	2					243	0				558	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	260	171	329	584	122	109	192	1884	53	140	1876	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	171	329	584	122	109	192	1884	53	140	1876	183
User Adj:	1.00	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:	260	171	329	584	122	109	192	1884	53	140	1876	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	171	329	584	122	109	192	1884	53	140	1876	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	260	171	329	584	122	109	192	1884	53	140	1876	183
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.23	0.20	0.03	0.08	0.07	0.32	0.04	0.05	0.43	0.13
Crit Volume:			329	292			96				625	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	52	1	43	16	1	60	25	2103	6	10	2365	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:	52	1	43	16	1	60	25	2103	6	10	2365	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	52	1	0	16	1	0	25	2103	0	10	2365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1	0	16	1	0	25	2103	0	10	2365	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	52	1	0	16	1	0	25	2103	0	10	2365	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1423	27	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.36	0.00	0.01	0.41	0.00
Crit Volume:		53			9			13			591	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	1496	47	127	1764	0	0	0	0	183	0	277
Growth Adj:	1.00	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	1496	47	127	1764	0	0	0	0	183	0	277
User Adj:	1.00	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	1496	47	127	1764	0	0	0	0	183	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1496	47	127	1764	0	0	0	0	183	0	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1496	47	127	1764	0	0	0	0	183	0	277
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.08	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:		499			127			0			183	
Crit Moves:		****			****						****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	460	617	173	77	365	3	5	105	359	84	530	447
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	617	173	77	365	3	5	105	359	84	530	447
User Adj:	1.00	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:	460	617	173	77	365	3	5	105	359	84	530	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	617	173	77	365	3	5	105	359	84	530	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	460	617	173	77	365	3	5	105	359	84	530	447
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.12	0.03	0.08	0.00	0.00	0.04	0.25	0.06	0.18	0.31
Crit Volume:	230			122			5					447
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	201	1534	2	23	1769	68	30	11	145	10	19	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:	201	1534	2	23	1769	68	30	11	145	10	19	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	201	1534	2	23	1769	68	30	11	0	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1534	2	23	1769	68	30	11	0	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	201	1534	2	23	1769	68	30	11	0	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.46	0.54	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	2122	778	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.00	0.02	0.41	0.05	0.01	0.01	0.00	0.01	0.05	0.05
Crit Volume:	201				590			21				67
Crit Moves:	****				****		****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	108	0	73	0	0	0	0	864	19	26	1057	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:	108	0	73	0	0	0	0	864	19	26	1057	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	0	73	0	0	0	0	864	19	26	1057	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	73	0	0	0	0	864	19	26	1057	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:	108	0	73	0	0	0	0	864	19	26	1057	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.01	0.02	0.35	0.00
Crit Volume:	108				0			0			529	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	93	1535	79	87	1397	259	135	75	155	13	4	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:	93	1535	79	87	1397	259	135	75	155	13	4	70
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1535	0	87	1397	259	135	75	155	13	4	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1535	0	87	1397	259	135	75	155	13	4	70
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1535	0	87	1397	259	135	75	155	13	4	70
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.53	0.47	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	3670	680	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.00	0.03	0.38	0.38	0.09	0.05	0.11	0.01	0.00	0.05
Crit Volume:	93					552			155	13		
Crit Moves:	****					****			****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	129	1421	0	0	1740	211	116	0	88	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:	129	1421	0	0	1740	211	116	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	1421	0	0	1740	211	116	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	1421	0	0	1740	211	116	0	88	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:	129	1421	0	0	1740	211	116	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.00	0.00	0.39	0.14	0.04	0.00	0.06	0.00	0.00	0.00
Crit Volume:	65				580		58				0	
Crit Moves:	****				****		****					

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	581	1441	10	47	566	134	129	91	627	42	361	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	581	1441	10	47	566	134	129	91	627	42	361	192
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	581	1441	0	47	566	0	129	91	0	42	361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	581	1441	0	47	566	0	129	91	0	42	361	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	581	1441	0	47	566	0	129	91	0	42	361	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.33	0.00	0.02	0.13	0.00	0.04	0.03	0.00	0.01	0.12	0.00
Crit Volume:		480			24			65			181	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.535		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	49	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1!0	0
Volume Module:												
Base Vol:	47	1206	9	1	728	18	21	5	117	48	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	1206	9	1	728	18	21	5	117	48	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1206	9	1	728	18	21	5	117	48	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1206	9	1	728	18	21	5	117	48	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1206	9	1	728	18	21	5	117	48	2	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.87	0.04	0.09
Final Sat.:	1450	2900	1450	1450	2900	1450	1171	279	1450	1265	53	132
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.01	0.00	0.25	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:		603			1				117		55	
Crit Moves:		****			****				****		****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.458		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	42	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	1
Volume Module:												
Base Vol:	15	1034	3	5	478	6	47	2	31	20	2	96
Growth Adj:	1.00	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	1034	3	5	478	6	47	2	31	20	2	96
User Adj:	1.00	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:	15	1034	3	5	478	6	47	2	31	20	2	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1034	3	5	478	6	47	2	31	20	2	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1034	3	5	478	6	47	2	31	20	2	96
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.98	0.02	0.96	0.04	1.00	0.91	0.09	1.00
Final Sat.:	1450	2892	8	1450	2864	36	1391	59	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.00	0.17	0.17	0.03	0.03	0.02	0.02	0.02	0.07
Crit Volume:		519			0			49				96
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	1	782	43	255	420	32	41	440	2	110	748	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	782	43	255	420	32	41	440	2	110	748	370
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	782	0	255	420	0	41	440	0	110	748	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	782	0	255	420	0	41	440	0	110	748	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	782	0	255	420	0	41	440	0	110	748	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.09	0.14	0.00	0.01	0.15	0.00	0.04	0.26	0.00
Crit Volume:		391		128			20				374	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	79	41	6	14	3	49	239	380	24	2	733	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:	79	41	6	14	3	49	239	380	24	2	733	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	41	6	14	3	49	239	380	24	2	733	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	41	6	14	3	49	239	380	24	2	733	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	41	6	14	3	49	239	380	24	2	733	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.63	0.32	0.05	0.82	0.18	1.00	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	909	472	69	1194	256	1450	1450	2728	172	1450	2857	43
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.03	0.16	0.14	0.14	0.00	0.26	0.26
Crit Volume:		126			17		239					372
Crit Moves:		****			****		****					****

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.752
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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:	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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	543	400	319	71	0	0	0	0	235	0	266
Growth Adj:	1.00	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	543	400	319	71	0	0	0	0	235	0	266
User Adj:	1.00	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	543	400	319	71	0	0	0	0	235	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	543	400	319	71	0	0	0	0	235	0	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	543	400	319	71	0	0	0	0	235	0	266
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.27	0.21	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Crit Volume:		543		319			0					266
Crit Moves:		****		****								****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec):	100	Critical Vol./Cap. (X):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	7	0	23	52	0	175	65	225	11	18	294	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	23	52	0	175	65	225	11	18	294	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	23	52	0	175	65	225	11	18	294	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	23	52	0	175	65	225	11	18	294	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	23	52	0	175	65	225	11	18	294	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	0	1112	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			30			175	65				147	
Crit Moves:			****			****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0 1.0	0 0	1
Volume Module:												
Base Vol:	82	1240	15	4	799	50	92	16	144	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1240	15	4	799	50	92	16	144	3	1	1
User Adj:	1.00	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:	82	1240	15	4	799	50	92	16	144	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1240	15	4	799	50	92	16	144	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	1240	15	4	799	50	92	16	144	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1278	222	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.01	0.00	0.27	0.03	0.07	0.07	0.10	0.00	0.00	0.00
Crit Volume:		620		4					144	3		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	2	0 0	1 0	0 1	0 0	1
Volume Module:												
Base Vol:	179	1143	2	1	677	58	133	1	174	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	1143	2	1	677	58	133	1	174	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	1143	2	1	677	58	133	1	174	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1143	2	1	677	58	133	1	174	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1143	2	1	677	58	133	1	174	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	9	1491	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.00	0.00	0.23	0.04	0.04	0.12	0.12	0.00	0.00	0.00
Crit Volume:		572		1				175		1		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.620
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	503	1223	46	251	605	52	109	295	20	12	513	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	1223	46	251	605	52	109	295	20	12	513	129
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	503	1223	0	251	605	0	109	295	0	12	513	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	1223	0	251	605	0	109	295	0	12	513	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	503	1223	0	251	605	0	109	295	0	12	513	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.09	0.14	0.00	0.08	0.10	0.00	0.00	0.18	0.00
Crit Volume:		408			126			109			257	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	158	1253	108	49	825	24	94	7	120	30	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	1253	108	49	825	24	94	7	120	30	3	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	1253	108	49	825	24	94	7	120	30	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	1253	108	49	825	24	94	7	120	30	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1253	108	49	825	24	94	7	120	30	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.76	0.24	1.00	2.92	0.08	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	4005	345	1450	4227	123	2699	201	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.20	0.20	0.03	0.03	0.08	0.02	0.02	0.01
Crit Volume:			454	49					120		33	
Crit Moves:			****	****					****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.569
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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			Ovl			Ovl			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:	2	0 3	0 1	1	0 3	0 1	1	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	117	1648	30	17	1073	109	298	54	174	73	53	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	117	1648	30	17	1073	109	298	54	174	73	53	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	1648	30	17	1073	109	298	54	174	73	53	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1648	30	17	1073	109	298	54	174	73	53	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	1648	30	17	1073	109	298	54	174	73	53	40
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	0.88	0.64	0.48
Final Sat.:	2900	4350	1450	1450	4350	1450	2459	446	1446	1275	926	699
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.01	0.25	0.08	0.12	0.12	0.12	0.06	0.06	0.06
Crit Volume:		549		17			176				83	
Crit Moves:		****			****		****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.633
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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 2	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	397	1055	59	21	876	45	188	8	226	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	1055	59	21	876	45	188	8	226	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	397	1055	59	21	876	45	188	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	1055	59	21	876	45	188	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	397	1055	59	21	876	45	188	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2878	122	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.35	0.04	0.01	0.29	0.03	0.07	0.07	0.00	0.01	0.01	0.00
Crit Volume:	397				438		98				16	
Crit Moves:	****				****		****				****	

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	114	754	79	44	838	37	42	133	94	181	294	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:	114	754	79	44	838	37	42	133	94	181	294	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	754	79	44	838	37	42	133	94	181	294	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	754	79	44	838	37	42	133	94	181	294	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	754	79	44	838	37	42	133	94	181	294	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1398	52
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.05	0.02	0.19	0.03	0.03	0.05	0.06	0.06	0.21	0.21
Crit Volume:	57			279			67			305		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.387
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	107	860	292	158	928	24	4	60	122	243	63	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	860	292	158	928	24	4	60	122	243	63	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	860	292	158	928	24	4	60	122	243	63	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	860	292	158	928	24	4	60	122	243	63	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	107	860	292	158	928	24	4	60	122	243	63	74
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.92	0.50	0.58
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2784	720	845
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.05	0.21	0.02	0.00	0.04	0.08	0.09	0.09	0.09
Crit Volume:		287			79				122			127
Crit Moves:		****			****				****			****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.313
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	9	772	16	10	778	183	154	16	32	63	27	4
Growth Adj:	1.00	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	772	16	10	778	183	154	16	32	63	27	4
User Adj:	1.00	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:	9	772	16	10	778	183	154	16	32	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	772	16	10	778	183	154	16	32	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	772	16	10	778	183	154	16	32	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.33	0.67	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	483	967	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.01	0.18	0.13	0.11	0.03	0.03	0.02	0.02	0.02
Crit Volume:	9			259			154			32		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	36	1605	87	135	935	43	41	26	28	50	25	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1605	87	135	935	43	41	26	28	50	25	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	1605	87	135	935	43	41	26	28	50	25	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1605	87	135	935	43	41	26	28	50	25	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	1605	87	135	935	43	41	26	28	50	25	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1500	2846	154	1500	2868	132	1500	1500	1500	1500	436	1064
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.09	0.33	0.33	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:		846			135			41			86	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.594
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2 1 0	1	0	2 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	22	2383	26	1	1423	3	21	8	14	36	2	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:	22	2383	26	1	1423	3	21	8	14	36	2	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	2383	26	1	1423	3	21	8	14	36	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2383	26	1	1423	3	21	8	14	36	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	22	2383	26	1	1423	3	21	8	14	36	2	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.99	0.01	0.98	0.37	0.65	1.00	0.62	0.38
Final Sat.:	1450	4303	47	1450	4341	9	1416	540	944	1450	895	555
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.00	0.33	0.33	0.01	0.01	0.01	0.02	0.00	0.02
Crit Volume:			803		1			22			36	
Crit Moves:			****		****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.641
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	9	2382	22	30	1400	48	48	29	2	24	14	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:	9	2382	22	30	1400	48	48	29	2	24	14	44
User Adj:	1.00	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:	9	2382	22	30	1400	48	48	29	2	24	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2382	22	30	1400	48	48	29	2	24	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2382	22	30	1400	48	48	29	2	24	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.61	0.37	0.02	0.29	0.17	0.54
Final Sat.:	1500	4459	41	1500	4351	149	911	551	38	439	256	805
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.02	0.32	0.32	0.05	0.05	0.05	0.05	0.05	0.05
Crit Volume:			801		30			48			82	
Crit Moves:			****		****			****			****	

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.656
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1680	34	90	1091	0	0	0	0	37	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1680	34	90	1091	0	0	0	0	37	0	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:	0	1680	34	90	1091	0	0	0	0	37	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1680	34	90	1091	0	0	0	0	37	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1680	34	90	1091	0	0	0	0	37	0	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2940	60	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.06	0.36	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:		857		90				0		37		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.397
Loss Time (sec):	9	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			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	718	2	35	425	0	0	0	0	4	0	236
Growth Adj:	1.00	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	718	2	35	425	0	0	0	0	4	0	236
User Adj:	1.00	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	718	2	35	425	0	0	0	0	4	0	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	718	2	35	425	0	0	0	0	4	0	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	718	2	35	425	0	0	0	0	4	0	236
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2992	8	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Volume:				360		0		0				236
Crit Moves:				****	****							****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec):	120	Critical Vol./Cap. (X):	0.601
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	3	1213	76	140	605	3	3	5	5	72	2	143
Growth Adj:	1.00	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	1213	76	140	605	3	3	5	5	72	2	143
User Adj:	1.00	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:	3	1213	76	140	605	3	3	5	5	72	2	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	1213	76	140	605	3	3	5	5	72	2	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	1213	76	140	605	3	3	5	5	72	2	143
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.99	0.01	0.23	0.39	0.38	0.97	0.03	1.00
Final Sat.:	1450	2729	171	1450	2886	14	335	558	558	1411	39	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.44	0.10	0.21	0.21	0.01	0.01	0.01	0.05	0.05	0.10
Crit Volume:		645			140			13			74	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.492
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	1188	60	41	609	23	63	2	27	13	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1188	60	41	609	23	63	2	27	13	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1188	60	41	609	23	63	2	27	13	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1188	60	41	609	23	63	2	27	13	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1188	60	41	609	23	63	2	27	13	0	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2794	106	1405	45	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.04	0.03	0.22	0.22	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:		594			41			65			13	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec):	120			Critical Vol./Cap. (X):				0.466								
Loss Time (sec):	9			Average Delay (sec/veh):				xxxxxx								
Optimal Cycle:	35			Level Of Service:				A								
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Permitted			Permitted						
Rights:		Ovl			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:	0	0 2	0 1	1	0 2	0 0	0	0 0	0 0	0	1 0	1 0				
Volume Module:																
Base Vol:	0	743	338	66	449	0	0	0	0	262	2	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	743	338	66	449	0	0	0	0	262	2	64				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	743	338	66	449	0	0	0	0	262	2	64				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	743	338	66	449	0	0	0	0	262	2	64				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	743	338	66	449	0	0	0	0	262	2	64				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.61	0.39				
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	915	585				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25	0.23	0.04	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.11				
Crit Volume:		372		66				0		262						
Crit Moves:		****		****						****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec):	120			Critical Vol./Cap. (X):				0.819								
Loss Time (sec):	9			Average Delay (sec/veh):				xxxxxx								
Optimal Cycle:	103			Level Of Service:				D								
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:		Ovl			Ovl			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	0 1	1	0 0	0 1	1	0 2	0 1	1	0 2	0 1				
Volume Module:																
Base Vol:	100	0	358	293	0	53	200	1074	135	97	733	126				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	100	0	358	293	0	53	200	1074	135	97	733	126				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	100	0	358	293	0	53	200	1074	135	97	733	126				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	100	0	358	293	0	53	200	1074	135	97	733	126				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	100	0	358	293	0	53	200	1074	135	97	733	126				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00				
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.25	0.20	0.00	0.04	0.14	0.37	0.09	0.07	0.25	0.09				
Crit Volume:			358	293				537		0						
Crit Moves:			****	****				****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec): 120 Critical Vol./Cap. (X): 0.415
Loss Time (sec): 12 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:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	838	9	1	454	16	99	18	213	23	37	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:	181	838	9	1	454	16	99	18	213	23	37	8
User Adj:	1.00	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:	181	838	9	1	454	16	99	18	213	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	838	9	1	454	16	99	18	213	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	838	9	1	454	16	99	18	213	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.93	0.07	0.85	0.15	1.00	0.38	0.62	1.00
Final Sat.:	1450	2869	31	1450	2801	99	1227	223	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.29	0.00	0.16	0.16	0.08	0.08	0.15	0.04	0.04	0.01
Crit Volume:		424			1			117			60	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	46	922	5	16	368	247	274	8	55	28	11	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:	46	922	5	16	368	247	274	8	55	28	11	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	922	5	16	368	247	274	8	55	28	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	922	5	16	368	247	274	8	55	28	11	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	922	5	16	368	247	274	8	55	28	11	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.20	0.80	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2884	16	1450	1735	1165	1409	41	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.32	0.01	0.21	0.21	0.19	0.19	0.04	0.03	0.03	0.02
Crit Volume:		464			16			282			39	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120				Critical Vol./Cap. (X):				0.708							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	78				Level Of Service:				C							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	1	1 0	1	0	1	1 0	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	78	1174	31		195	369	189		80	34	37		147	83	85	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	78	1174	31		195	369	189		80	34	37		147	83	85	
User Adj:	1.00	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:	78	1174	31		195	369	189		80	34	37		147	83	85	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	78	1174	31		195	369	189		80	34	37		147	83	85	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	78	1174	31		195	369	189		80	34	37		147	83	85	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.95	0.05		1.00	1.32	0.68		0.70	0.30	1.00		1.28	0.72	1.00	
Final Sat.:	1450	2825	75		1450	1918	982		1018	432	1450		1853	1047	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.42	0.42		0.13	0.19	0.19		0.08	0.08	0.03		0.08	0.08	0.06	
Crit Volume:		603			195				114				115			
Crit Moves:		****			****				****				****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100				Critical Vol./Cap. (X):				0.610							
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	58				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	1	1 0	1	0	2	0 1	1	0	0	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	129	1170	57		67	275	88		93	0	124		62	0	111	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	129	1170	57		67	275	88		93	0	124		62	0	111	
User Adj:	1.00	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:	129	1170	57		67	275	88		93	0	124		62	0	111	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	1170	57		67	275	88		93	0	124		62	0	111	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	129	1170	57		67	275	88		93	0	124		62	0	111	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.91	0.09		1.00	2.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1450	2765	135		1450	2900	1450		1450	0	1450		1450	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.42	0.42		0.05	0.09	0.06		0.06	0.00	0.09		0.04	0.00	0.08	
Crit Volume:		614			67				93						111	
Crit Moves:		****			****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.495
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	141	0	170	0	0	0	0	733	498	37	1345	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:	141	0	170	0	0	0	0	733	498	37	1345	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	141	0	0	0	0	0	0	733	0	37	1345	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	0	0	0	0	0	733	0	37	1345	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	141	0	0	0	0	0	0	733	0	37	1345	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.02	0.45	0.00
Crit Volume:	71				0			0			673	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	225	0	674	47	521	397	0	1030	427	280	908	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	0	674	47	521	397	0	1030	427	280	908	493
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	225	0	674	47	521	0	0	1030	427	280	908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	0	674	47	521	0	0	1030	427	280	908	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	225	0	674	47	521	0	0	1030	427	280	908	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.22	0.03	0.17	0.00	0.00	0.17	0.28	0.09	0.20	0.00
Crit Volume:			337	47			0				303	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120			Critical Vol./Cap. (X):			0.706								
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx								
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:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1			
Volume Module:															
Base Vol:	0	0	0	724	0	142	1173	294	0	1535	562				
Growth Adj:	1.00	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	724	0	142	1173	294	0	1535	562				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	724	0	142	1173	0	0	1535	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	724	0	142	1173	0	0	1535	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
FinalVolume:	0	0	0	724	0	142	1173	0	0	1535	0				
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.09	0.00	0.37	0.00	0.00	0.48	0.00			
Crit Volume:		0		362			0				768				
Crit Moves:				****			****				****				

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120			Critical Vol./Cap. (X):			0.438								
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	26			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ignore			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:	0	0	0	0	0	0	0	0	3	0	1	2	0	2	0
Volume Module:															
Base Vol:	0	0	0	0	0	0	878	392	529	474	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	0	0	0	878	392	529	474	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	878	392	529	474	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	0	878	392	529	474	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	878	392	529	474	0				
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.26	0.18	0.16	0.00			
Crit Volume:	0			0					392	265					
Crit Moves:									****	****					

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	504	0	467	0	0	0	0	935	273	0	1648	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	504	0	467	0	0	0	0	935	273	0	1648	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	504	0	467	0	0	0	0	935	0	0	1648	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	504	0	467	0	0	0	0	935	0	0	1648	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	504	0	467	0	0	0	0	935	0	0	1648	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.37	0.00
Crit Volume:			234	0			0				549	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.404
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	146	0	598	0	1067	183	0	1600	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	146	0	598	0	1067	183	0	1600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	146	0	0	0	1067	0	0	1600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	146	0	0	0	1067	0	0	1600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	146	0	0	0	1067	0	0	1600	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.00
Crit Volume:				0			73				533	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0	3	0	0	0	1
Volume Module:												
Base Vol:	0	1842	143	0	303	0	0	0	0	600	0	455
Growth Adj:	1.00	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	1842	143	0	303	0	0	0	0	600	0	455
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1842	0	0	303	0	0	0	0	600	0	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1842	0	0	303	0	0	0	0	600	0	455
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1842	0	0	303	0	0	0	0	600	0	455
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.13	0.00	0.30
Crit Volume:		614		0			0					455
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			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:	2	0	3 0	0	0	0	3 0	1	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	823	659	0	0	1127	146	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	823	659	0	0	1127	146	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	823	659	0	0	1127	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	823	659	0	0	1127	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	823	659	0	0	1127	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.27	0.15	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	412				376		0				0	
Crit Moves:	****				****							

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.423
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3 0	0	0	0 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	0	1368	174	358	818	0	0	0	541	0	0	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:	0	1368	174	358	818	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1368	0	358	818	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1368	0	358	818	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1368	0	358	818	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.12	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		456		179			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.847
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0 1	2	0	1! 0 1	2	0	1 1 0	0	0	4 0 1
Volume Module:												
Base Vol:	133	407	793	142	0	239	252	1682	226	0	1713	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	407	793	142	0	239	252	1682	226	0	1713	274
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	407	0	142	0	239	252	1682	226	0	1713	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	407	0	142	0	239	252	1682	226	0	1713	274
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	407	0	142	0	239	252	1682	226	0	1713	274
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.76	0.24	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2556	344	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.14	0.00	0.05	0.00	0.08	0.09	0.66	0.66	0.00	0.30	0.19
Crit Volume:		204		71				954		0		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100					Critical Vol./Cap. (X):					0.489					
Loss Time (sec):	0					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	45					Level Of Service:					A					

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
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	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	0	0	7	213	1	32	10	277	4	4	226	479								
Growth Adj:	1.00	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	7	213	1	32	10	277	4	4	226	479								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	7	213	1	32	10	277	4	4	226	479								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	7	213	1	32	10	277	4	4	226	479								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	213	1	32	10	277	4	4	226	479								
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00								
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.15	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.33								
Crit Volume:			7	213			10					479								
Crit Moves:			****	****			****					****								

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100					Critical Vol./Cap. (X):					0.764					
Loss Time (sec):	0					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	97					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:	Ignore					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	0	1	1	0	2	0	0	0	0	2	0	1	2	0	0	0	1
Volume Module:																				
Base Vol:	0	1606		72		84	943		0		0	424		137		18	0		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:	0	1606		72		84	943		0		0	424		137		18	0		42	
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	0	1606		0		84	943		0		0	424		137		18	0		42	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	1606		0		84	943		0		0	424		137		18	0		42	
PCE Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	0	1606		0		84	943		0		0	424		137		18	0		42	
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450		1450	1450		1450		1450	1450		1450	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	2.00		1.00		1.00	2.00		0.00		0.00	2.00		1.00		2.00	0.00		1.00	
Final Sat.:	0	2900		1450		1450	2900		0		0	2900		1450		2900	0		1450	
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.55		0.00		0.06	0.33		0.00		0.00	0.15		0.09		0.01	0.00		0.03	
Crit Volume:		803				84						212				9				
Crit Moves:		****				****						****				****				

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.231
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	31	0	208	0	0	0	0	127	16	244	563	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:	31	0	208	0	0	0	0	127	16	244	563	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	0	208	0	0	0	0	127	16	244	563	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	0	208	0	0	0	0	127	16	244	563	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:	31	0	208	0	0	0	0	127	16	244	563	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2664	336	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.14	0.00	0.00	0.00	0.00	0.05	0.05	0.16	0.19	0.00
Crit Volume:	31				0			72		244		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec):	100	Critical Vol./Cap. (X):	0.601
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	440	1288	0	0	619	39	22	0	152	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:	440	1288	0	0	619	39	22	0	152	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	440	1288	0	0	619	39	22	0	152	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	1288	0	0	619	39	22	0	152	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:	440	1288	0	0	619	39	22	0	152	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.43	0.00	0.00	0.21	0.03	0.01	0.00	0.10	0.00	0.00	0.00
Crit Volume:	440				310				152	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	419	1401	0	281	500	46	31	2	23	0	6	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	419	1401	0	281	500	46	31	2	23	0	6	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	419	1401	0	281	500	46	31	2	23	0	6	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1401	0	281	500	46	31	2	23	0	6	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	419	1401	0	281	500	46	31	2	23	0	6	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.16	1.84	0.00	0.09	0.91
Final Sat.:	1500	3000	0	1500	3000	1500	1500	240	2760	0	138	1362
Capacity Analysis Module:												
Vol/Sat:	0.28	0.47	0.00	0.19	0.17	0.03	0.02	0.01	0.01	0.00	0.04	0.04
Crit Volume:		701		281			31					65
Crit Moves:		****		****			****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	47	0	0	0	0	2696	0	166	1055	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	47	0	0	0	0	2696	0	166	1055	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	47	0	0	0	0	2696	0	166	1055	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	47	0	0	0	0	2696	0	166	1055	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	47	0	0	0	0	2696	0	166	1055	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.45	0.00	0.11	0.18	0.00
Crit Volume:			47	0				674		166		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1! 0 0
Volume Module:												
Base Vol:	0	285	881	407	256	0	0	0	0	345	0	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:	0	285	881	407	256	0	0	0	0	345	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	285	0	407	256	0	0	0	0	345	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	285	0	407	256	0	0	0	0	345	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	285	0	407	256	0	0	0	0	345	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2907	0	93
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.27	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		143		407				0		178		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	2	0	0 0	0 0	0	1 0	1	2	0 1 0 0
Volume Module:												
Base Vol:	133	0	197	0	0	0	0	444	169	164	202	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	0	197	0	0	0	0	444	169	164	202	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	0	0	0	0	0	0	444	169	164	202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	0	0	0	0	0	0	444	169	164	202	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	0	0	0	0	0	0	444	169	164	202	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.30	0.11	0.05	0.13	0.00
Crit Volume:	133				0			444		82		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	110	81	118	283	98	162	77	860	112	63	367	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	81	118	283	98	162	77	860	112	63	367	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	110	81	118	283	98	162	77	860	112	63	367	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	81	118	283	98	162	77	860	112	63	367	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	81	118	283	98	162	77	860	112	63	367	91
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.08	0.20	0.07	0.11	0.05	0.20	0.08	0.04	0.08	0.06
Crit Volume:		81		283				287		63		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.715
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	2327	9	113	1660	0	0	0	0	0	0	184
Growth Adj:	1.00	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	2327	9	113	1660	0	0	0	0	0	0	184
User Adj:	1.00	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	2327	9	113	1660	0	0	0	0	0	0	184
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2327	9	113	1660	0	0	0	0	0	0	184
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2327	9	113	1660	0	0	0	0	0	0	184
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.01	0.08	0.37	0.00	0.00	0.00	0.00	0.00	0.00	0.12
Crit Volume:		776		113				0				184
Crit Moves:		****		****								****

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	565	0	0	0	0	0	0	0	522
Growth Adj:	1.00	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	565	0	0	0	0	0	0	0	522
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	565	0	0	0	0	0	0	0	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	565	0	0	0	0	0	0	0	522
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	565	0	0	0	0	0	0	0	522
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.33
Crit Volume:		0		0			0					522
Crit Moves:				****								****

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Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.588
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	2333	38	39	1622	0	0	0	0	65	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2333	38	39	1622	0	0	0	0	65	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2333	38	39	1622	0	0	0	0	65	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2333	38	39	1622	0	0	0	0	65	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2333	38	39	1622	0	0	0	0	65	0	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.97	0.00	0.03
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1455	0	45
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.03	0.03	0.36	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		778		39					0	65		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.228
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	54	0	39	0	0	0	0	6	156	125	7	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:	54	0	39	0	0	0	0	6	156	125	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	0	39	0	0	0	0	6	156	125	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	39	0	0	0	0	6	156	125	7	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:	54	0	39	0	0	0	0	6	156	125	7	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.95	0.05	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1420	80	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.10	0.09	0.09	0.00
Crit Volume:	54			0					156		132	
Crit Moves:	****								****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	49	508	14	303	464	39	56	59	46	48	7	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	508	14	303	464	39	56	59	46	48	7	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	508	14	303	464	39	56	59	46	48	7	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	508	14	303	464	39	56	59	46	48	7	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	508	14	303	464	39	56	59	46	48	7	66
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.49	0.51	1.00	0.87	0.13	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	706	744	1450	1265	185	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.01	0.21	0.16	0.03	0.08	0.08	0.03	0.04	0.04	0.05
Crit Volume:		254		303				115				66
Crit Moves:		****		****				****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.793
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	670	17	73	411	0	0	0	0	20	0	447
Growth Adj:	1.00	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	670	17	73	411	0	0	0	0	20	0	447
User Adj:	1.00	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	670	17	73	411	0	0	0	0	20	0	447
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	670	17	73	411	0	0	0	0	20	0	447
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	670	17	73	411	0	0	0	0	20	0	447
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.01	0.05	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.30
Crit Volume:		670		73			0					447
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec):	100	Critical Vol./Cap. (X):	1.010
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	84	0	219	812	1847	0	0	1857	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:	0	0	0	84	0	219	812	1847	0	0	1857	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	84	0	0	812	1847	0	0	1857	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	84	0	0	812	1847	0	0	1857	48
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:	0	0	0	84	0	0	812	1847	0	0	1857	48
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.54	0.41	0.00	0.00	0.41	0.03
Crit Volume:				84			812				619	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.434
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 2.0	0 1	1	0 1.0	1 0	1	0 0.0	1 0	0	1 0.0	0 1
Volume Module:												
Base Vol:	51	1023	0	22	917	59	89	3	23	0	1	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1023	0	22	917	59	89	3	23	0	1	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	51	1023	0	22	917	59	89	3	23	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1023	0	22	917	59	89	3	23	0	1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	1023	0	22	917	59	89	3	23	0	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.12	0.88	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2725	175	1450	167	1283	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.35	0.00	0.02	0.34	0.34	0.06	0.02	0.02	0.00	0.00	0.00
Crit Volume:	51				488		89				1	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			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	0 1	0 1.0	0	0 0	1	0 1.0	1 0	1	0 1.0	1 0
Volume Module:												
Base Vol:	89	5	115	43	6	0	0	751	118	165	482	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	5	115	43	6	0	0	751	118	165	482	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:	89	5	115	43	6	0	0	751	118	165	482	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	5	115	43	6	0	0	751	118	165	482	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:	89	5	115	43	6	0	0	751	118	165	482	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	0.88	0.12	0.00	1.00	1.73	0.27	1.00	1.89	0.11
Final Sat.:	1373	77	1450	1272	178	0	1450	2506	394	1450	2741	159
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.03	0.03	0.00	0.00	0.30	0.30	0.11	0.18	0.18
Crit Volume:			115		49				435	165		
Crit Moves:			****		****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100	Critical Vol./Cap. (X):	0.139
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	54	0	0	0	0	198	12	55	323	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:	6	0	54	0	0	0	0	198	12	55	323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	54	0	0	0	0	198	12	55	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	54	0	0	0	0	198	12	55	323	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:	6	0	54	0	0	0	0	198	12	55	323	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00
Crit Volume:			54	0				99		55		
Crit Moves:			****					****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	103	1111	0	0	798	20	111	0	291	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:	103	1111	0	0	798	20	111	0	291	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	1111	0	0	798	20	111	0	291	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1111	0	0	798	20	111	0	291	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:	103	1111	0	0	798	20	111	0	291	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.00	0.00	0.27	0.01	0.07	0.00	0.19	0.00	0.00	0.00
Crit Volume:		556		0					291	0		
Crit Moves:		****		****					****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap. (X):	0.478
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	164	2586	0	0	1802	177
Growth Adj:	1.00	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	0	0	0	164	2586	0	0	1802	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	164	2586	0	0	1802	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	164	2586	0	0	1802	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	164	2586	0	0	1802	177
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.40	0.00	0.00	0.38	0.11
Crit Volume:	0			0			164				601	
Crit Moves:							****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0				0	
Crit Moves:												

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Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.660									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	67			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1				
Volume Module:																
Base Vol:	70	878	21	197	928	430	533	1020	6	118	676	71				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	70	878	21	197	928	430	533	1020	6	118	676	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:	70	878	21	197	928	430	533	1020	6	118	676	71				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	70	878	21	197	928	430	533	1020	6	118	676	71				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	70	878	21	197	928	430	533	1020	6	118	676	71				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.02	0.20	0.01	0.07	0.21	0.30	0.18	0.23	0.00	0.04	0.16	0.05				
Crit Volume:	35					430	267				225					
Crit Moves:	****					****	****				****					

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	0			Level Of Service:												
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1				
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0				
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0				
Saturation Flow Module:																
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00				
Crit Volume:	0					0			0			0				
Crit Moves:																

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	28	0	799	0	0	0	0	1203	11	270	838	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	799	0	0	0	0	1203	11	270	838	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	799	0	0	0	0	1203	11	270	838	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	799	0	0	0	0	1203	11	270	838	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:	28	0	799	0	0	0	0	1203	11	270	838	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.53	0.00	0.00	0.00	0.00	0.27	0.01	0.09	0.19	0.00
Crit Volume:			799		0			401			0	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	4	0	15	0	0	0	0	1999	3	5	1104	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:	4	0	15	0	0	0	0	1999	3	5	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	15	0	0	0	0	1999	3	5	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	15	0	0	0	0	1999	3	5	1104	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:	4	0	15	0	0	0	0	1999	3	5	1104	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.25	0.00
Crit Volume:			15		0			666			5	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	1	1	0	3	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	1	0	0	1	0	3	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.475
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	50	1100	27	68	1207	51	89	15	123	104	17	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1100	27	68	1207	51	89	15	123	104	17	147
User Adj:	1.00	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:	50	1100	27	68	1207	51	89	15	123	104	17	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1100	27	68	1207	51	89	15	123	104	17	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	1100	27	68	1207	51	89	15	123	104	17	147
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.02	0.05	0.28	0.04	0.06	0.01	0.08	0.07	0.01	0.10
Crit Volume:	50				402		89					147
Crit Moves:	****				****		****					****

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City of Roseville
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2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.391
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	14	1076	147	112	1332	12	38	4	50	47	1	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:	14	1076	147	112	1332	12	38	4	50	47	1	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1076	147	112	1332	12	38	4	50	47	1	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1076	147	112	1332	12	38	4	50	47	1	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1076	147	112	1332	12	38	4	50	47	1	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.10	0.08	0.31	0.01	0.03	0.00	0.03	0.03	0.00	0.04
Crit Volume:		359		112			38					58
Crit Moves:		****		****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	850	262	20	151	7	1	63	19	126	29	20
Growth Adj:	1.00	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	850	262	20	151	7	1	63	19	126	29	20
User Adj:	1.00	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:	35	850	262	20	151	7	1	63	19	126	29	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	850	262	20	151	7	1	63	19	126	29	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	850	262	20	151	7	1	63	19	126	29	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.91	0.09	0.02	0.98	1.00	0.72	0.17	0.11
Final Sat.:	1450	1450	1450	1450	2772	128	23	1427	1450	1044	240	166
Capacity Analysis Module:												
Vol/Sat:	0.02	0.59	0.18	0.01	0.05	0.05	0.04	0.04	0.01	0.12	0.12	0.12
Crit Volume:		850		20				64			175	
Crit Moves:		****		****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0	0
Volume Module:												
Base Vol:	1	363	303	1	92	133	360	374	3	30	91	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	363	303	1	92	133	360	374	3	30	91	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	363	303	1	92	133	360	374	3	30	91	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	363	303	1	92	133	360	374	3	30	91	2
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	363	303	2	92	133	360	374	3	30	91	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.00	0.99	0.01	1.00	1.96	0.04
Final Sat.:	4	1496	1500	16	1484	1500	1500	1488	12	1500	2935	65
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.20	0.06	0.06	0.09	0.24	0.25	0.25	0.02	0.03	0.03
Crit Volume:		364			1			377			47	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.386
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 23 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	163	30	35	3	19	9	7	407	230	10	204	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	30	35	3	19	9	7	407	230	10	204	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	30	35	3	19	9	7	407	230	10	204	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	30	35	3	19	9	7	407	230	10	204	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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:	163	30	35	3	19	9	7	407	230	20	204	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.16	1.00	0.10	0.61	0.29	0.02	0.98	1.00	0.05	0.95	1.00
Final Sat.:	1351	249	1600	155	981	465	27	1573	1600	75	1525	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.02	0.02	0.02	0.26	0.26	0.14	0.13	0.13	0.00
Crit Volume:	163				31			414			10	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.450
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	4	39	46	38	22	28	99	564	9	24	207	111
Growth Adj:	1.00	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	39	46	38	22	28	99	564	9	24	207	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	39	46	38	22	28	99	564	9	24	207	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	39	46	38	22	28	99	564	9	24	207	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	39	46	38	22	28	99	564	9	24	207	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.46	0.54	1.00	0.44	0.56	1.00	0.98	0.02	1.00	0.65	0.35
Final Sat.:	1600	734	866	1600	704	896	1600	1575	25	1600	1042	558
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.03	0.03	0.06	0.36	0.36	0.02	0.20	0.20
Crit Volume:			85	38					573	24		
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	11	55	398	20	25	4	19	441	17	209	214	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	55	398	20	25	4	19	441	17	209	214	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	55	0	20	25	4	19	441	17	209	214	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	55	0	20	25	4	19	441	17	209	214	28
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	55	0	20	25	4	19	441	17	209	214	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.83	1.00	0.41	0.51	0.08	1.00	0.96	0.04	1.00	0.88	0.12
Final Sat.:	250	1250	1500	612	765	122	1500	1444	56	1500	1326	174
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.03	0.03	0.01	0.31	0.31	0.14	0.16	0.16
Crit Volume:			66	20					458	242		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	232	926	29	47	777	21	64	191	314	86	124	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	926	29	47	777	21	64	191	314	86	124	45
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	232	926	29	47	777	0	64	191	0	86	124	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	926	29	47	777	0	64	191	0	86	124	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	232	926	29	47	777	0	64	191	0	86	124	45
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.32	0.02	0.03	0.27	0.00	0.04	0.13	0.00	0.06	0.09	0.03
Crit Volume:	116			389			191			86		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1 0	0 1	1	1 0	0 1	1	0 1!	0 0	0	1 0	0 2
Volume Module:												
Base Vol:	0	7	1	710	20	477	652	32	7	1	29	529
Growth Adj:	1.00	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	7	1	710	20	477	652	32	7	1	29	529
User Adj:	1.00	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	7	1	710	20	477	652	32	7	1	29	529
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	710	20	477	652	32	7	1	29	529
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	710	20	477	652	32	7	1	29	529
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.89	0.09	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2821	79	1450	2736	134	29	48	1402	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.25	0.33	0.24	0.24	0.24	0.02	0.02	0.18
Crit Volume:		7			365				346		30	
Crit Moves:		****			****				****		****	

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
#205 Watt Ave/Baseline Rd	B	xxxxx		0.642	B	xxxxx		0.642	+ 0.000 V/C
#209 West Side/ Baseline	D	xxxxx		0.842	D	xxxxx		0.842	+ 0.000 V/C
#212 Market Street/ Baseline	A	xxxxx		0.482	A	xxxxx		0.482	+ 0.000 V/C
#301 Locust/Baseline	A	xxxxx		0.250	A	xxxxx		0.250	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A	xxxxx		0.509	A	xxxxx		0.509	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E	xxxxx		0.934	E	xxxxx		0.934	+ 0.000 V/C

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	70	878	21	197	928	430	533	1020	6	118	676	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	878	21	197	928	430	533	1020	6	118	676	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:	70	878	21	197	928	430	533	1020	6	118	676	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	878	21	197	928	430	533	1020	6	118	676	71
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	878	21	197	928	430	533	1020	6	118	676	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:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.02	0.07	0.22	0.31	0.19	0.25	0.00	0.04	0.16	0.05
Crit Volume:		293			99			267			225	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #209 West Side/ Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	28	0	799	0	0	0	0	1203	11	270	838	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	799	0	0	0	0	1203	11	270	838	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	799	0	0	0	0	1203	11	270	838	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	799	0	0	0	0	1203	11	270	838	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	31	0	799	0	0	0	0	1203	11	297	838	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2850	4275	1425	2850	4275	1425	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.56	0.00	0.00	0.00	0.00	0.28	0.01	0.10	0.20	0.00
Crit Volume:			799		0			401		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Market Street/ Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	0.482
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	4	0	15	0	0	0	0	1999	3	5	1104	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:	4	0	15	0	0	0	0	1999	3	5	1104	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	0	15	0	0	0	0	1999	3	5	1104	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	0	15	0	0	0	0	1999	3	5	1104	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:	4	0	15	0	0	0	0	1999	3	5	1104	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.26	0.00
Crit Volume:			15		0			666		5		
Crit Moves:			****					****		****		

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.250
Loss Time (sec): 0 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:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1!	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	23	5	39	13	1	1	2	797	14	52	882	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	5	39	13	1	1	2	797	14	52	882	19
User Adj:	1.00	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:	23	5	39	13	1	1	2	797	14	52	882	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	5	39	13	1	1	2	797	14	52	882	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	5	39	13	1	1	2	797	14	52	882	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.18	1.00	0.87	0.06	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1171	254	1425	1235	95	95	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.01	0.01	0.00	0.19	0.01	0.04	0.21	0.01
Crit Volume:	23					15		266		52		
Crit Moves:	****					****		****		****		

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Cumulative No Project AM
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	3	0	1	2	0	3	0	1	0	0	1!	0	0	1	1	0	0	2
Volume Module:												
Base Vol:	8	1474	367	134	1671	2	10	4	20	251	1	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:	8	1474	367	134	1671	2	10	4	20	251	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	1474	367	134	1671	2	10	4	20	251	1	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	1474	367	134	1671	2	10	4	20	251	1	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	1474	367	134	1671	2	10	4	20	251	1	75
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.29	0.12	0.59	1.99	0.01	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	419	168	838	2839	11	2850
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.26	0.05	0.39	0.00	0.02	0.02	0.02	0.09	0.09	0.03
Crit Volume:	8				557				34	126		
Crit Moves:	****				****				****	****		

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Cumulative No Project AM
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AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.934
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	193	1481	105		56	1269	161		124	228	215		229	65	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	193	1481	105		56	1269	161		124	228	215		229	65	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	193	1481	105		56	1269	161		124	228	215		229	65	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	193	1481	105		56	1269	161		124	228	215		229	65	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	193	1481	105		56	1269	161		124	228	215		229	65	29	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.14	0.54	0.08		0.04	0.46	0.12		0.09	0.17	0.16		0.17	0.05	0.02	
Crit Volume:	193					635				228			229			
Crit Moves:	****					****				****			****			

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Cumulative No Project AM
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#309 Watt Ave/Elverta Rd	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000
#310 Walerga Rd/Elverta Rd	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
#311 Watt Ave/Antelope Rd	F	xxxxx	1.182	F	xxxxx	1.182	+ 0.000
#312 Walerga Rd/Antelope Rd	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
#313 Watt Ave/Elkhorn	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000
#314 Walerga Rd/Elkhorn	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 170 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:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	262	1277	135	325	1673	447	590	570	100	262	631	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1277	135	325	1673	447	590	570	100	262	631	340
User Adj:	1.00	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:	262	1277	135	325	1673	447	590	570	100	262	631	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1277	135	325	1673	447	590	570	100	262	631	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1277	135	325	1673	447	590	570	100	262	631	340
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.28	0.09	0.11	0.37	0.30	0.20	0.19	0.07	0.09	0.21	0.23
Crit Volume:	131				558		295				316	
Crit Moves:	****				****		****				****	

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.900
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	81	832	296	412	1511	89	169	1151	264	340	771	528
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	832	296	412	1511	89	169	1151	264	340	771	528
User Adj:	1.00	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:	81	832	296	412	1511	89	169	1151	264	340	771	528
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	832	296	412	1511	89	169	1151	264	340	771	528
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	832	296	412	1511	89	169	1151	264	340	771	528
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.20	0.14	0.50	0.06	0.06	0.26	0.18	0.11	0.17	0.35
Crit Volume:	41			756			384			170		
Crit Moves:	****			****			****			****		

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.182
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	208	1017	14	74	1469	223	246	354	265	274	585	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:	208	1017	14	74	1469	223	246	354	265	274	585	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:	208	1017	14	74	1469	223	246	354	265	274	585	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	1017	14	74	1469	223	246	354	265	274	585	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:	208	1017	14	74	1469	223	246	354	265	274	585	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.34	0.01	0.05	0.49	0.15	0.16	0.12	0.18	0.18	0.39	0.02
Crit Volume:	208			735			246			585		
Crit Moves:	****			****			****			****		

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	200	778	73	95	1047	349	187	284	133	143	299	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	778	73	95	1047	349	187	284	133	143	299	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	778	73	95	1047	349	187	284	133	143	299	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	778	73	95	1047	349	187	284	133	143	299	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:	200	778	73	95	1047	349	187	284	133	143	299	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.36	0.64	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2043	957	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.05	0.03	0.35	0.23	0.06	0.14	0.14	0.05	0.10	0.01
Crit Volume:	100				524				209	72		
Crit Moves:	****				****				****	****		

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	169	847	94	176	2007	353	231	778	311	239	692	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	847	94	176	2007	353	231	778	311	239	692	192
User Adj:	1.00	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:	169	847	94	176	2007	353	231	778	311	239	692	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	847	94	176	2007	353	231	778	311	239	692	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	169	847	94	176	2007	353	231	778	311	239	692	192
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.19	0.06	0.06	0.45	0.24	0.08	0.26	0.21	0.08	0.23	0.13
Crit Volume:	84				669			389		120		
Crit Moves:	****				****			****		****		

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.646
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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:	Ovl			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	156	653	146	449	1094	149	34	958	169	25	855	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	653	146	449	1094	149	34	958	169	25	855	308
User Adj:	1.00	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:	156	653	146	449	1094	149	34	958	169	25	855	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	653	146	449	1094	149	34	958	169	25	855	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	156	653	146	449	1094	149	34	958	169	25	855	308
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.10	0.15	0.36	0.10	0.02	0.21	0.11	0.02	0.19	0.21
Crit Volume:	78			547			319			25		
Crit Moves:	****			****			****			****		

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Cumulative No Project_AM_SacCounty.out 5/4/2009

Cumulative No Project AM
Sierra Vista
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
#303 Pleasent Grove N/Riego	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
#304 Pleasent Grove S/Riego	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000
#316 SR 99 NB Off Ramp / Riego Rd	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
#317 SR 99 SB Off Ramp/Riego Rd	A	xxxxx	0.140	A	xxxxx	0.140	+ 0.000

Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	286	0	2	41	1059	0	0	1101	135
Growth Adj:	1.00	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	286	0	2	41	1059	0	0	1101	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	286	0	2	41	1059	0	0	1101	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	286	0	2	41	1059	0	0	1101	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	286	0	2	41	1059	0	0	1101	135
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.00	0.03	0.37	0.00	0.00	0.39	0.09
Crit Volume:			0			286			41			551
Crit Moves:				****			****				****	

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.628
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	317	0	203	0	0	0	0	843	502	123	917	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:	317	0	203	0	0	0	0	843	502	123	917	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	0	203	0	0	0	0	843	502	123	917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	0	203	0	0	0	0	843	502	123	917	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:	317	0	203	0	0	0	0	843	502	123	917	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.14	0.00	0.00	0.00	0.00	0.28	0.33	0.08	0.31	0.00
Crit Volume:	317				0				502	123		
Crit Moves:	****								****	****		

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.506
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	141	0	761	0	0	0	0	149	12	0	1235	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:	141	0	761	0	0	0	0	149	12	0	1235	69
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	141	0	0	0	0	0	0	149	0	0	1235	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	0	0	0	0	0	0	149	0	0	1235	69
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	141	0	0	0	0	0	0	149	0	0	1235	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.41	0.05
Crit Volume:	141				0				0		618	
Crit Moves:	****								****		****	

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Cumulative No Project AM
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.140
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	1	0	25	0	177	175	0	306	1069				
Growth Adj:	1.00	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	1	0	25	0	177	175	0	306	1069				
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:	0	0	0	1	0	25	0	177	175	0	306	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	1	0	25	0	177	175	0	306	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	0	0	1	0	25	0	177	175	0	306	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.06	0.12	0.00	0.11	0.00				
Crit Volume:	0					25			175	0						
Crit Moves:						****			****	****						

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2025 CUMULATIVE NO PROJECT CONDITIONS
WITH PARTIAL PLACER PARKWAY
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	D	xxxxx	0.895	D	xxxxx	0.895	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.048	F	xxxxx	1.048	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.122	F	xxxxx	1.122	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 16 Cirby Wy & Northridge Dr	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.091	F	xxxxx	1.091	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.233	F	xxxxx	1.233	+ 0.000

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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.931	E	xxxxx	0.931	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.754	C	xxxxx	0.754	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.488	A	xxxxx	0.488	+ 0.000
# 47 Fiddyment & Del Webb/Village G	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.852	D	xxxxx	0.852	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.005	F	xxxxx	1.005	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.774	C	xxxxx	0.774	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.386	A	xxxxx	0.386	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	D	xxxxx	0.827	D	xxxxx	0.827	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.203	A	xxxxx	0.203	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.333	A	xxxxx	0.333	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.130	F	xxxxx	1.130	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
# 96 Pleasant Grove & Washington	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.669	B	xxxxx	0.669	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.286	A	xxxxx	0.286	+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
#107 Roseville Parkway & Reserve	C	xxxxx	0.774	C	xxxxx	0.774	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.835	D	xxxxx	0.835	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
#117 Roseville Pw & Sierra College	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.803	D	xxxxx	0.803	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.967	E	xxxxx	0.967	+ 0.000 V/C
#156 Fairway & Highland Park	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.431	A	xxxxx	0.431	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.168	A	xxxxx	0.168	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.579	A	xxxxx	0.579	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.211	A	xxxxx	0.211	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#178 Watt Ave & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#179 Watt Ave & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#185 Market St & Baseline Rd	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#188 Upland Dr & Baseline Rd		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#194 Watt Ave & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#199 Baseline Rd & SV CC4		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
#1005 Vernon & Lincoln	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000 V/C
#1006 Washington & Main	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0 1	0 0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	16	1	23	64	4	18	20	1020	44	12	1005	169
Growth Adj:	1.00	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	1	23	64	4	18	20	1020	44	12	1005	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	23	64	4	18	20	1020	44	12	1005	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	23	64	4	18	20	1020	44	12	1005	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	23	64	4	18	20	1020	44	12	1005	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1450	60	1390	1365	85	1450	1450	2780	120	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.37	0.37	0.01	0.35	0.12
Crit Volume:			24		68				532	12		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120			Critical Vol./Cap. (X):			0.754								
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	76			Level Of Service:			C								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ovl			Ignore			Ovl			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	0 1	0	0 0	0 0	0	0 2	0 1	1	0 1	1 0			
Volume Module:															
Base Vol:	82	0	681	0	0	0	0	899	205	330	1271	1			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	82	0	681	0	0	0	0	899	205	330	1271	1			
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	82	0	681	0	0	0	0	899	205	330	1271	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	82	0	681	0	0	0	0	899	205	330	1271	1			
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:	82	0	681	0	0	0	0	899	205	330	1271	1			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01			
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2			
Capacity Analysis Module:															
Vol/Sat:	0.05	0.00	0.45	0.00	0.00	0.00	0.00	0.30	0.14	0.22	0.42	0.42			
Crit Volume:			681	0				450		0					
Crit Moves:			****					****		****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120			Critical Vol./Cap. (X):			0.617								
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	49			Level Of Service:			B								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Include			Ovl			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:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 2	0 1			
Volume Module:															
Base Vol:	0	0	0	365	0	189	111	752	0	0	899	413			
Growth Adj:	1.00	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	365	0	189	111	752	0	0	899	413			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	365	0	189	111	752	0	0	899	413			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	365	0	189	111	752	0	0	899	413			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	365	0	189	111	752	0	0	899	413			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.13	0.07	0.25	0.00	0.00	0.30	0.28			
Crit Volume:			0	365			111				450				
Crit Moves:				****			****				****				

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.996
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	22	1120	297	350	1434	916	867	897	12	366	1386	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:	22	1120	297	350	1434	916	867	897	12	366	1386	410
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1120	297	350	1434	0	867	897	12	366	1386	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1120	297	350	1434	0	867	897	12	366	1386	410
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:	22	1120	297	350	1434	0	867	897	12	366	1386	410
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.20	0.12	0.33	0.00	0.30	0.21	0.01	0.13	0.32	0.28
Crit Volume:		373		175			434				462	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	293	0	67	54	1318	0	0	2139	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	293	0	67	54	1318	0	0	2139	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	293	0	67	54	1318	0	0	2139	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	293	0	67	54	1318	0	0	2139	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	293	0	67	54	1318	0	0	2139	221
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.04	0.04	0.29	0.00	0.00	0.48	0.15
Crit Volume:				293			54				713	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120			Critical Vol./Cap. (X):			0.523						
Loss Time (sec):	9			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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	0	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	44	0	75	0	0	0	0	1249	46	142	2223	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	75	0	0	0	0	1249	46	142	2223	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	44	0	75	0	0	0	0	1249	46	142	2223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	75	0	0	0	0	1249	46	142	2223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	44	0	75	0	0	0	0	1249	46	142	2223	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.03	0.09	0.49	0.00
Crit Volume:	44				0			0			741	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120			Critical Vol./Cap. (X):			0.702						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
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			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	120	882	470	151	1056	90	82	630	49	433	1074	389
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	882	470	151	1056	90	82	630	49	433	1074	389
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	120	882	0	151	1056	90	82	630	0	433	1074	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	882	0	151	1056	90	82	630	0	433	1074	389
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	120	882	0	151	1056	90	82	630	0	433	1074	389
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.05	0.36	0.06	0.03	0.14	0.00	0.15	0.25	0.27
Crit Volume:	60				528		41					389
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	4	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	0	0	0		127	0	26		26	2208	0		0	3148	309	
Growth Adj:	1.00	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		127	0	26		26	2208	0		0	3148	309	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		127	0	26		26	2208	0		0	3148	309	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		127	0	26		26	2208	0		0	3148	309	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		127	0	26		26	2208	0		0	3148	309	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	4.00	1.00		1.00	4.00	1.00	
Final Sat.:	1500	1500	1500		1500	1500	1500		1500	6000	1500		1500	6000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.02		0.02	0.37	0.00		0.00	0.52	0.21	
Crit Volume:			0				127			26				787		
Crit Moves:					****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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	0	0 0	1	0	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		114	0	2		1	1222	1		0	1933	172	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		114	0	2		1	1222	1		0	1933	172	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		114	0	2		1	1222	1		0	1933	172	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		114	0	2		1	1222	1		0	1933	172	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		114	0	2		1	1222	1		0	1933	172	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.08	0.00	0.00		0.00	0.27	0.00		0.00	0.43	0.11	
Crit Volume:			0				114			1				644		
Crit Moves:					****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.741
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	28	16	58	304	23	194	82	1368	35	47	2112	303
Growth Adj:	1.00	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	16	58	304	23	194	82	1368	35	47	2112	303
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	16	58	304	23	194	82	1368	35	47	2112	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	16	58	304	23	194	82	1368	35	47	2112	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	16	58	304	23	194	82	1368	35	47	2112	303
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.17	0.09	0.74	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1692	128	1080	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.18	0.18	0.18	0.06	0.31	0.02	0.03	0.49	0.21
Crit Volume:	28			261			82			704		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.895
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	824	886	239	412	715	259	139	1593	553	63	2315	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	824	886	239	412	715	259	139	1593	553	63	2315	228
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	824	886	0	412	715	259	139	1593	553	63	2315	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	824	886	0	412	715	259	139	1593	553	63	2315	228
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	824	886	0	412	715	259	139	1593	553	63	2315	228
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.14	0.16	0.18	0.05	0.27	0.38	0.02	0.40	0.16
Crit Volume:		443			206			70			579	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.782
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	300	442	303	207	551	30	106	1425	236	705	1931	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	442	303	207	551	30	106	1425	236	705	1931	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	442	303	207	551	30	106	1425	236	705	1931	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	442	303	207	551	30	106	1425	236	705	1931	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	300	442	303	207	551	30	106	1425	236	705	1931	364
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.21	0.07	0.19	0.02	0.04	0.25	0.16	0.24	0.33	0.25
Crit Volume:	150			276			356			353		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 1.048
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	820	1038	185	243	1474	230	376	818	574	419	651	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	820	1038	185	243	1474	230	376	818	574	419	651	138
User Adj:	1.00	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:	820	1038	185	243	1474	230	376	818	574	419	651	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	820	1038	185	243	1474	230	376	818	574	419	651	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	820	1038	185	243	1474	230	376	818	574	419	651	138
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.36	0.13	0.08	0.34	0.16	0.13	0.28	0.40	0.14	0.22	0.10
Crit Volume:	410			491			409			210		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			1.122								
Loss Time (sec):	9			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			Permitted			Permitted					
Rights:	Ignore			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:	0	0 2	0 1	2	0 1	0 0	0	0 0	0 0	2	0 0	0 2			
Volume Module:															
Base Vol:	0	716	467	2015	616	0	0	0	0	634	0	2255			
Growth Adj:	1.00	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	716	467	2015	616	0	0	0	0	634	0	2255			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	0	716	0	2015	616	0	0	0	0	634	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	716	0	2015	616	0	0	0	0	634	0	0			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	0	716	0	2015	616	0	0	0	0	634	0	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00			
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24	0.00	0.67	0.41	0.00	0.00	0.00	0.00	0.21	0.00	0.00			
Crit Volume:		358		1007				0		317					
Crit Moves:		****		****						****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120			Critical Vol./Cap. (X):			0.620								
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	49			Level Of Service:			B								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ignore			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 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0			
Volume Module:															
Base Vol:	0	0	260	0	0	0	0	2198	9	389	2487	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	260	0	0	0	0	2198	9	389	2487	0			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	0	2198	9	389	2487	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	2198	9	389	2487	0			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	2198	9	389	2487	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00			
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.13	0.55	0.00			
Crit Volume:	0			0					736	195					
Crit Moves:									****	****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.883
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	6	1	11	13	1	10	18	2167	11	12	2442	19
Growth Adj:	1.00	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	1	11	13	1	10	18	2167	11	12	2442	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	11	13	1	10	18	2167	11	12	2442	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	11	13	1	10	18	2167	11	12	2442	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	11	13	1	10	18	2167	11	12	2442	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.06	0.61	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	483	81	886	1346	104	1450	1450	2885	15	1450	2878	22
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.75	0.75	0.01	0.85	0.85
Crit Volume:			18		14		18					1231
Crit Moves:			****		****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.692
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	9	17	52	190	136	189	59	1039	40	164	1102	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	17	52	190	136	189	59	1039	40	164	1102	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	17	52	190	136	189	59	1039	40	164	1102	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	17	52	190	136	189	59	1039	40	164	1102	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	17	52	190	136	189	59	1039	40	164	1102	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.22	0.67	0.58	0.42	1.00	1.00	1.93	0.07	1.00	1.96	0.04
Final Sat.:	173	327	1000	874	626	1500	1500	2889	111	1500	2944	56
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.22	0.22	0.13	0.04	0.36	0.36	0.11	0.37	0.37
Crit Volume:	9				326			540		164		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.891
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	49	3	453	5	7	5	45	1655	207	306	1481	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3	453	5	7	5	45	1655	207	306	1481	3
User Adj:	1.00	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:	49	3	453	5	7	5	45	1655	207	306	1481	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3	453	5	7	5	45	1655	207	306	1481	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	3	453	5	7	5	45	1655	207	306	1481	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1366	84	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.31	0.01	0.01	0.00	0.03	0.57	0.14	0.11	0.51	0.51
Crit Volume:			453		12			828		0		
Crit Moves:			****		****			****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	32	1014	7	11	1289	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	32	1014	7	11	1289	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:	23	1	17	26	0	13	32	1014	7	11	1289	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	32	1014	7	11	1289	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:	23	1	17	26	0	13	32	1014	7	11	1289	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2880	20	1450	2838	62
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.35	0.35	0.01	0.45	0.45
Crit Volume:			41		26			32			659	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.091
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1166	457	322	328	817	241	209	1288	1199	93	1243	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1166	457	322	328	817	241	209	1288	1199	93	1243	208
User Adj:	1.00	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:	1166	457	322	328	817	241	209	1288	1199	93	1243	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1166	457	322	328	817	241	209	1288	1199	93	1243	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1166	457	322	328	817	241	209	1288	1199	93	1243	208
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.40	0.16	0.22	0.11	0.19	0.17	0.07	0.30	0.41	0.03	0.43	0.14
Crit Volume:	583			272			104			622		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	697	0	769	509	418	0	0	577	386
Growth Adj:	1.00	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	697	0	769	509	418	0	0	577	386
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	697	0	0	509	418	0	0	577	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	697	0	0	509	418	0	0	577	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	697	0	0	509	418	0	0	577	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.65	1.35	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2471	2029	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.19	0.00
Crit Volume:				349				309			289	
Crit Moves:				****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	2	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	81	0	44	0	0	0	0	1655	458	82	1703	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:	81	0	44	0	0	0	0	1655	458	82	1703	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	44	0	0	0	0	1655	458	82	1703	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	44	0	0	0	0	1655	458	82	1703	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:	81	0	44	0	0	0	0	1655	458	82	1703	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.35	0.65	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3525	975	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.47	0.47	0.05	0.57	0.00
Crit Volume:	81			0			0			852		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.233
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	49	97	101	79	62	613	335	2130	31	58	2252	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	97	101	79	62	613	335	2130	31	58	2252	62
User Adj:	1.00	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:	49	97	101	79	62	613	335	2130	31	58	2252	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	97	101	79	62	613	335	2130	31	58	2252	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	97	101	79	62	613	335	2130	31	58	2252	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.97	0.03	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2858	42	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.04	0.42	0.12	0.75	0.75	0.02	0.78	0.04
Crit Volume:	49					613	0			1126		
Crit Moves:	****					****	****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.681
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	438	789	21	723	682	67	150	1061	273	63	1206	566
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	789	21	723	682	67	150	1061	273	63	1206	566
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:	438	789	21	723	682	67	150	1061	273	63	1206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	789	21	723	682	67	150	1061	273	63	1206	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	438	789	21	723	682	67	150	1061	273	63	1206	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.92	0.08	3.00	2.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4237	113	4350	3961	389	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.17	0.17	0.17	0.05	0.24	0.19	0.02	0.28	0.00
Crit Volume:		270		241			75				402	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.816
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	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:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	291	551	133	264	1022	251	243	1147	187	204	1726	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	551	133	264	1022	251	243	1147	187	204	1726	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	291	551	133	264	1022	251	243	1147	0	204	1726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	551	133	264	1022	251	243	1147	0	204	1726	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	291	551	133	264	1022	251	243	1147	0	204	1726	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.09	0.23	0.17	0.08	0.26	0.00	0.07	0.40	0.00
Crit Volume:	146				341		122				575	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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:	Ovl				Ovl				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	1	0 1	1	1	0	0 1	1	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	90	63	79		129	92	165		132	1469	61		165	2035	87	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	90	63	79		129	92	165		132	1469	61		165	2035	87	
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:	90	63	79		129	92	165		132	1469	61		165	2035	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	90	63	79		129	92	165		132	1469	61		165	2035	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	90	63	79		129	92	165		132	1469	61		165	2035	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.17	0.83	1.00		1.00	2.88	0.12		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1693	1207	1450		1450	4177	173		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.04	0.05		0.08	0.08	0.11		0.09	0.35	0.35		0.11	0.47	0.00	
Crit Volume:	90				111				132					678		
Crit Moves:	****				****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	Ovl				Ovl				Ovl				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	1!	0 0	1	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	124	60	41		219	78	15		35	1498	130		53	2056	123	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	124	60	41		219	78	15		35	1498	130		53	2056	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	124	60	41		219	78	15		35	1498	130		53	2056	123	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	124	60	41		219	78	15		35	1498	130		53	2056	123	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	124	60	41		219	78	15		35	1498	130		53	2056	123	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.11	0.53	0.36		1.40	0.50	0.10		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1598	773	528		2036	725	139		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.08		0.11	0.11	0.11		0.02	0.34	0.09		0.04	0.47	0.08	
Crit Volume:		113				156				35				685		
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.903
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	423	412	262	231	820	576	361	1477	275	161	2003	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	423	412	262	231	820	576	361	1477	275	161	2003	85
User Adj:	1.00	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:	423	412	262	231	820	576	361	1477	275	161	2003	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	423	412	262	231	820	576	361	1477	275	161	2003	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	423	412	262	231	820	576	361	1477	275	161	2003	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.84	0.16
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5564	236
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.18	0.08	0.19	0.40	0.12	0.34	0.19	0.06	0.36	0.36
Crit Volume:	212					576	0				522	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.683
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	135	2	49	100	2	75	41	1470	135	75	2143	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	2	49	100	2	75	41	1470	135	75	2143	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	2	49	100	2	75	41	1470	135	75	2143	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	2	49	100	2	75	41	1470	135	75	2143	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	2	49	100	2	75	41	1470	135	75	2143	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	57	1393	1450	38	1412	1450	3984	366	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.49	0.49
Crit Volume:	135			100			41					715
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120			Critical Vol./Cap. (X):			0.735									
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	86			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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1				
Volume Module:																
Base Vol:	153	686	40	701	913	91	148	1253	280	117	1588	890				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	153	686	40	701	913	91	148	1253	280	117	1588	890				
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:	153	686	40	701	913	91	148	1253	280	117	1588	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	153	686	40	701	913	91	148	1253	280	117	1588	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	153	686	40	701	913	91	148	1253	280	117	1588	0				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.05	0.16	0.03	0.16	0.21	0.06	0.05	0.29	0.19	0.04	0.37	0.00				
Crit Volume:		229		234			74				529					
Crit Moves:		****		****			****				****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120			Critical Vol./Cap. (X):			0.604									
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	58			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			Ovl			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! 0	0	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0				
Volume Module:																
Base Vol:	3	4	9	412	5	68	50	1047	0	11	1011	191				
Growth Adj:	1.00	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	4	9	412	5	68	50	1047	0	11	1011	191				
User Adj:	1.00	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:	3	4	9	412	5	68	50	1047	0	11	1011	191				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	3	4	9	412	5	68	50	1047	0	11	1011	191				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	4	9	412	5	68	50	1047	0	11	1011	191				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.68	0.32				
Final Sat.:	272	363	816	2865	35	1450	1450	2900	0	1450	2439	461				
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.36	0.00	0.01	0.41	0.41				
Crit Volume:		16		208			50				601					
Crit Moves:		****		****			****				****					

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	1	0	1	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	33	27	83	1057	27	266	274	1138	20	67	1002	505
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	27	83	1057	27	266	274	1138	20	67	1002	505
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	27	0	1057	27	266	274	1138	20	67	1002	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	27	0	1057	27	266	274	1138	20	67	1002	505
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	27	0	1057	27	266	274	1138	20	67	1002	505
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.37	0.37	0.18	0.19	0.40	0.40	0.05	0.35	0.35
Crit Volume:	33			542			274			501		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0	1!	0	0	1	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	449	0	30	1	472	0	0	508	347
Growth Adj:	1.00	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	449	0	30	1	472	0	0	508	347
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:	0	0	0	449	0	30	1	472	0	0	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	449	0	30	1	472	0	0	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	449	0	30	2	472	0	0	508	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.87	0.00	0.13	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2812	0	188	13	2987	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.34	0.00
Crit Volume:	0					240	1				508	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	0	154	0	0	0	0	940	59	174	877	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:	35	0	154	0	0	0	0	940	59	174	877	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	154	0	0	0	0	940	59	174	877	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	154	0	0	0	0	940	59	174	877	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:	35	0	154	0	0	0	0	940	59	174	877	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2823	177	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.33	0.33	0.12	0.29	0.00
Crit Volume:	35			0			500			174		
Crit Moves:	****						****			****		

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Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 12 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			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!	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	13	0	10	66	7	17	0	941	20	18	825	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:	13	0	10	66	7	17	0	941	20	18	825	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	66	7	17	0	941	20	18	825	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	66	7	17	0	941	20	18	825	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:	13	0	10	66	7	17	0	941	20	18	825	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.29	0.71	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	423	1027	0	2840	60	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.02	0.02	0.00	0.33	0.33	0.01	0.28	0.00
Crit Volume:			23	66			481			18		
Crit Moves:			****	****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	527	770	232	207	835	119	201	1708	604	322	1461	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	527	770	232	207	835	119	201	1708	604	322	1461	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	527	770	232	207	835	119	201	1708	604	322	1461	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	527	770	232	207	835	119	201	1708	604	322	1461	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	527	770	232	207	835	119	201	1708	604	322	1461	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.16	0.07	0.19	0.08	0.07	0.39	0.42	0.11	0.34	0.00
Crit Volume:	263			278			569			161		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	194	1450	75	132	1268	89	47	158	166	46	231	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	1450	75	132	1268	89	47	158	166	46	231	191
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	194	1450	0	132	1268	0	47	158	0	46	231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	1450	0	132	1268	0	47	158	0	46	231	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	194	1450	0	132	1268	0	47	158	0	46	231	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.33	0.00	0.09	0.29	0.00	0.03	0.05	0.00	0.03	0.08	0.00
Crit Volume:		483			132			47			116	
Crit Moves:		****			****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.754
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	541	535	225	146	530	229	294	1895	485	174	2358	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	541	535	225	146	530	229	294	1895	485	174	2358	59
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	541	535	0	146	530	0	294	1895	0	174	2358	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	541	535	0	146	530	0	294	1895	0	174	2358	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	541	535	0	146	530	0	294	1895	0	174	2358	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.05	0.12	0.00	0.10	0.44	0.00	0.06	0.41	0.00
Crit Volume:	180			177			147			590		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1654	53	174	1482	347	383	370	31	124	317	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1654	53	174	1482	347	383	370	31	124	317	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1654	0	174	1482	0	383	370	0	124	317	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1654	0	174	1482	0	383	370	0	124	317	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1654	0	174	1482	0	383	370	0	124	317	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.00	0.12	0.34	0.00	0.13	0.13	0.00	0.09	0.11	0.00
Crit Volume:		551		174			192				159	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.443
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	19	0	40	11	2	2	29	1063	20	48	700	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	40	11	2	2	29	1063	20	48	700	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:	19	0	40	11	2	2	29	1063	20	48	700	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	40	11	2	2	29	1063	20	48	700	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:	19	0	40	11	2	2	29	1063	20	48	700	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.85	0.15	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1227	223	1450	1450	2846	54	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.37	0.37	0.03	0.24	0.02
Crit Volume:			40		13			542		48		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 12 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:	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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	972	33	79	1100	11	11	1	3	11	1	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:	5	972	33	79	1100	11	11	1	3	11	1	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:	5	972	33	79	1100	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	972	33	79	1100	11	11	1	3	11	1	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:	5	972	33	79	1100	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2805	95	1450	2871	29	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.38	0.38	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:			503		79			11			12	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:		Ovl				Ovl				Ovl				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	1	0	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	213	23	51		27	11	72		100	911	135		187	950	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	213	23	51		27	11	72		100	911	135		187	950	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	213	23	51		27	11	72		100	911	135		187	950	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	213	23	51		27	11	72		100	911	135		187	950	29	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	213	23	51		27	11	72		100	911	135		187	950	29	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.81	0.19	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2617	283	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.04		0.02	0.01	0.05		0.07	0.31	0.09		0.13	0.33	0.02	
Crit Volume:	118				27					456			187			
Crit Moves:	****				****					****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:		Include				Include				Include				Include		
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	83	839	57		27	1027	95		169	2	99		13	1	31	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	83	839	57		27	1027	95		169	2	99		13	1	31	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	839	57		27	1027	95		169	2	99		13	1	31	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	839	57		27	1027	95		169	2	99		13	1	31	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	83	839	57		27	1027	95		169	2	99		13	1	31	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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		1.98	0.02	1.00		1.00	0.03	0.97	
Final Sat.:	1450	2900	1450		1450	2900	1450		2866	34	1450		1450	45	1405	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.29	0.04		0.02	0.35	0.07		0.06	0.06	0.07		0.01	0.02	0.02	
Crit Volume:	83					514					99			32		
Crit Moves:	****					****					****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	496	9	21	73	11	17	19	577	333	31	536	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:	496	9	21	73	11	17	19	577	333	31	536	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	9	21	73	11	17	19	577	333	31	536	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	9	21	73	11	17	19	577	333	31	536	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	9	21	73	11	17	19	577	333	31	536	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2848	52	1450	1260	190	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.06	0.06	0.01	0.01	0.20	0.23	0.02	0.18	0.04
Crit Volume:	253			84			289			31		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	2	0	1
Volume Module:												
Base Vol:	86	2	40	6	2	84	71	897	72	49	1027	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	2	40	6	2	84	71	897	72	49	1027	3
User Adj:	1.00	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:	86	2	40	6	2	84	71	897	72	49	1027	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	2	40	6	2	84	71	897	72	49	1027	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	86	2	40	6	2	84	71	897	72	49	1027	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1417	33	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.31	0.05	0.03	0.35	0.00
Crit Volume:		88				84	71				514	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.488
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Ovl				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	1	0	0 1	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	127		2	43	28		2	7	36	1067		73	72	905		19
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	127		2	43	28		2	7	36	1067		73	72	905		19
User Adj:	1.00	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		2	43	28		2	7	36	1067		73	72	905		19
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	127		2	43	28		2	7	36	1067		73	72	905		19
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	127		2	43	28		2	7	36	1067		73	72	905		19
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.97	0.03	1.00		0.76	0.05	0.19		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2855		45	1450	1097		78	274	1450	2900		1450	1450	2900		1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.03		0.03	0.03	0.03		0.02	0.37	0.05		0.05	0.31	0.01	
Crit Volume:	64				37				534				72			
Crit Moves:	****				****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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:	Ovl				Ignore				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	22	1210		56	58	1227		206	127		27	9	28		49	93
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	22	1210		56	58	1227		206	127		27	9	28		49	93
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	22	1210		56	58	1227		0	127		27	9	28		49	93
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	22	1210		56	58	1227		0	127		27	9	28		49	93
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:	22	1210		56	58	1227		0	127		27	9	28		49	93
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.42	0.04		0.04	0.42	0.00		0.09	0.02	0.01		0.02	0.03	0.06	
Crit Volume:		605			58				127					49		
Crit Moves:		****			****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	168	830	161	113	1270	233	79	10	39	137	16	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	830	161	113	1270	233	79	10	39	137	16	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	830	161	113	1270	233	79	10	39	137	16	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	830	161	113	1270	233	79	10	39	137	16	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	168	830	161	113	1270	233	79	10	39	137	16	89
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.11	0.08	0.44	0.16	0.05	0.01	0.03	0.09	0.01	0.06
Crit Volume:	168				635			10		137		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2 0 0	0	0	2 0 1	1	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	58	1416	0	0	1418	106	66	0	94	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:	58	1416	0	0	1418	106	66	0	94	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1416	0	0	1418	106	66	0	94	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1416	0	0	1418	106	66	0	94	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:	58	1416	0	0	1418	106	66	0	94	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.47	0.00	0.00	0.47	0.07	0.04	0.00	0.06	0.00	0.00	0.00
Crit Volume:	58				709				94	0		
Crit Moves:	****				****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.835
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	138	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	915	1387	69	121	1763	237	315	421	536	69	463	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	915	1387	69	121	1763	237	315	421	536	69	463	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	915	1387	69	121	1763	237	315	421	536	69	463	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	915	1387	69	121	1763	237	315	421	536	69	463	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	915	1387	69	121	1763	237	315	421	536	69	463	67
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.05	0.08	0.30	0.16	0.11	0.15	0.37	0.05	0.11	0.05
Crit Volume:	458				441		158				154	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	19	804	354	23	1822	60	20	8	57	165	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	804	354	23	1822	60	20	8	57	165	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	804	354	23	1822	60	20	8	57	165	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	804	354	23	1822	60	20	8	57	165	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	804	354	23	1822	60	20	8	57	165	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.08	0.92	1.00	2.90	0.10	0.71	0.29	1.00	1.96	0.04	1.00
Final Sat.:	1450	3020	1330	1450	4211	139	1036	414	1450	2848	52	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.02	0.43	0.43	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0					627			57		84	
Crit Moves:	****					****			****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.652
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	101	1423	63	36	1123	172	498	5	316	184	5	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1423	63	36	1123	172	498	5	316	184	5	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	101	1423	63	36	1123	172	498	5	0	184	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1423	63	36	1123	172	498	5	0	184	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	101	1423	63	36	1123	172	498	5	0	184	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2871	29	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.04	0.02	0.26	0.12	0.17	0.17	0.00	0.13	0.00	0.00
Crit Volume:		474			36			252			184	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2302	60	0	2198	0	0	0	0	23	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	2302	60	0	2198	0	0	0	0	23	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2302	60	0	2198	0	0	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2302	60	0	2198	0	0	0	0	23	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2302	60	0	2198	0	0	0	0	23	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.04	0.00	0.49	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		767			0			0			23	
Crit Moves:		****			****						****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.743
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	Ovl			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	3	0	1	0	1
Volume Module:															
Base Vol:	23	684	364	579	1189	3	91	381	198	582	149	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	684	364	579	1189	3	91	381	198	582	149	690
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	23	684	364	579	1189	0	91	381	0	582	149	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	684	364	579	1189	0	91	381	0	582	149	690
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	23	684	364	579	1189	0	91	381	0	582	149	690
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.25	0.20	0.41	0.00	0.03	0.13	0.00	0.13	0.10	0.48
Crit Volume:		342		0			45					690
Crit Moves:		****		****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2	0	1	1	0	2	1	0	1	1	0	0	1	1	1	0	0	1
Volume Module:															
Base Vol:	4	971	37	66	1928	0	15	2	1	139	2	185
Growth Adj:	1.00	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	971	37	66	1928	0	15	2	1	139	2	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	971	37	66	1928	0	15	2	1	139	2	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	971	37	66	1928	0	15	2	1	139	2	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	971	37	66	1928	0	15	2	1	139	2	185
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.76	0.24	1.00	1.97	0.03	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2647	353	1500	2957	43	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.02	0.04	0.43	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4				643		9					185
Crit Moves:	****				****		****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	254	1401	116	337	1835	184	218	273	76	269	883	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	254	1401	116	337	1835	184	218	273	76	269	883	166
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	254	1401	0	337	1835	0	218	273	76	269	883	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	254	1401	0	337	1835	0	218	273	76	269	883	166
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	254	1401	0	337	1835	0	218	273	76	269	883	166
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.12	0.42	0.00	0.08	0.09	0.05	0.09	0.20	0.11
Crit Volume:	127			612			109			294		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	219	1555	93	25	2146	139	99	16	133	65	15	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	1555	93	25	2146	139	99	16	133	65	15	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	1555	93	25	2146	139	99	16	133	65	15	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1555	93	25	2146	139	99	16	133	65	15	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	1555	93	25	2146	139	99	16	133	65	15	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.82	0.18	0.86	0.14	1.00	0.81	0.19	1.00
Final Sat.:	1450	4105	245	1450	4085	265	1248	202	1450	1178	272	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.02	0.53	0.53	0.08	0.08	0.09	0.06	0.06	0.02
Crit Volume:	219			762			115			80		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	340	834	626	178	1525	422	311	1089	104	757	1588	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	834	626	178	1525	422	311	1089	104	757	1588	111
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	340	834	0	178	1525	0	311	1089	0	757	1588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	834	0	178	1525	0	311	1089	0	757	1588	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	340	834	0	178	1525	0	311	1089	0	757	1588	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.06	0.26	0.00	0.11	0.25	0.00	0.17	0.37	0.00
Crit Volume:	170			381			156			529		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	44	1893	40	29	2164	50	33	0	23	23	0	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:	44	1893	40	29	2164	50	33	0	23	23	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1893	40	29	2164	50	33	0	23	23	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1893	40	29	2164	50	33	0	23	23	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1893	40	29	2164	50	33	0	23	23	0	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.93	0.07	0.59	0.00	0.41	0.49	0.00	0.51
Final Sat.:	1450	4260	90	1450	4252	98	854	0	596	710	0	740
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.51	0.51	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44					738			56			47
Crit Moves:	****					****			****			****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.766
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	201	2345	65	76	2178	106	97	78	143	185	304	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	2345	65	76	2178	106	97	78	143	185	304	124
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	201	2345	0	76	2178	106	97	78	143	185	304	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	2345	0	76	2178	106	97	78	143	185	304	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	201	2345	0	76	2178	106	97	78	143	185	304	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.86	0.14	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4148	202	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.00	0.03	0.53	0.53	0.07	0.03	0.10	0.06	0.10	0.00
Crit Volume:	101					761	97				152	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.648
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	75	1857	151	286	1858	154	251	53	116	281	68	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1857	151	286	1858	154	251	53	116	281	68	247
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	75	1857	0	286	1858	154	251	53	0	281	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1857	0	286	1858	154	251	53	0	281	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	75	1857	0	286	1858	154	251	53	0	281	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.00	0.10	0.43	0.11	0.06	0.04	0.00	0.06	0.05	0.00
Crit Volume:		619			143		84			94		
Crit Moves:		****			****		****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.838
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	188	1562	1	15	1926	213	61	0	115	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1562	1	15	1926	213	61	0	115	2	1	1
User Adj:	1.00	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:	188	1562	1	15	1926	213	61	0	115	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1562	1	15	1926	213	61	0	115	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	188	1562	1	15	1926	213	61	0	115	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.54	0.01	0.66	0.15	0.04	0.00	0.08	0.00	0.00	0.00
Crit Volume:	188				963		61				3	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.005
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	597	839	31	1151	886	308	603	1581	859	221	1970	705
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	597	839	31	1151	886	308	603	1581	859	221	1970	705
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	597	839	0	1151	886	0	603	1581	0	221	1970	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	597	839	0	1151	886	0	603	1581	0	221	1970	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	597	839	0	1151	886	0	603	1581	0	221	1970	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.19	0.00	0.26	0.20	0.00	0.21	0.27	0.00	0.08	0.34	0.00
Crit Volume:		280			384			302			493	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	136	1221	4	11	1559	448	454	3	166	13	17	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1221	4	11	1559	448	454	3	166	13	17	20
User Adj:	1.00	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:	136	1221	4	11	1559	448	454	3	166	13	17	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1221	4	11	1559	448	454	3	166	13	17	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	136	1221	4	11	1559	448	454	3	166	13	17	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2891	9	1450	2900	1450	2900	26	1424	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.54	0.31	0.16	0.12	0.12	0.01	0.01	0.01
Crit Volume:	68				779		227				17	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.674
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	65	819	0	43	1199	229	205	15	60	18	3	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:	65	819	0	43	1199	229	205	15	60	18	3	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	819	0	43	1199	229	205	15	60	18	3	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	819	0	43	1199	229	205	15	60	18	3	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	819	0	43	1199	229	205	15	60	18	3	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.68	0.32	1.46	0.11	0.43	0.86	0.14	1.00
Final Sat.:	1450	2900	0	1450	2435	465	2123	155	621	1243	207	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.03	0.49	0.49	0.10	0.10	0.10	0.01	0.01	0.04
Crit Volume:	65						714		140			58
Crit Moves:	****						****		****			****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120				Critical Vol./Cap. (X):				0.774							
Loss Time (sec):	9				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				Permitted			
Rights:	Ovl				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:	0	0	2	0 1	2	0	2	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	684	395		907	832	0		0	0	0		625	0	644	
Growth Adj:	1.00	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	684	395		907	832	0		0	0	0		625	0	644	
User Adj:	1.00	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	684	395		907	832	0		0	0	0		625	0	644	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	684	395		907	832	0		0	0	0		625	0	644	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	684	395		907	832	0		0	0	0		625	0	644	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	3000	1500		3000	3000	0		0	0	0		3000	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.26		0.30	0.28	0.00		0.00	0.00	0.00		0.21	0.00	0.43	
Crit Volume:			395		454				0				313			
Crit Moves:			****		****								****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120				Critical Vol./Cap. (X):				0.616							
Loss Time (sec):	9				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	48				Level Of Service:				B							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	89	711	39		25	1078	105		122	16	78		106	7	45	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	89	711	39		25	1078	105		122	16	78		106	7	45	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	89	711	39		25	1078	105		122	16	78		106	7	45	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	711	39		25	1078	105		122	16	78		106	7	45	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	89	711	39		25	1078	105		122	16	78		106	7	45	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.90	0.10		1.00	1.82	0.18		0.88	0.12	1.00		0.94	0.06	1.00	
Final Sat.:	1500	2844	156		1500	2734	266		1326	174	1500		1407	93	1500	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.25	0.25		0.02	0.39	0.39		0.09	0.09	0.05		0.08	0.08	0.03	
Crit Volume:	89					592				138			106			
Crit Moves:	****					****				****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.447
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	3	8	9	127	13	78	27	254	6	20	1012	197
Growth Adj:	1.00	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	8	9	127	13	78	27	254	6	20	1012	197
User Adj:	1.00	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:	3	8	9	127	13	78	27	254	6	20	1012	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	8	9	127	13	78	27	254	6	20	1012	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	8	9	127	13	78	27	254	6	20	1012	197
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.27	0.73	1.00	0.91	0.09	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	409	1091	1500	1361	139	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.05	0.02	0.08	0.00	0.01	0.34	0.13
Crit Volume:		11		127			27				506	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.386
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	36	0	73	0	0	0	0	459	29	133	1085	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:	36	0	73	0	0	0	0	459	29	133	1085	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	73	0	0	0	0	459	29	133	1085	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	73	0	0	0	0	459	29	133	1085	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:	36	0	73	0	0	0	0	459	29	133	1085	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.15	0.02	0.09	0.36	0.00
Crit Volume:	36				0			0			543	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120					Critical Vol./Cap. (X):				0.719					
Loss Time (sec):	9					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	66					Level Of Service:				C					
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ignore			Ovl			Include			Ovl					
Min. Green:	0	0	0	0	0	0	0	0	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	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	0	2	2	0	2	0	0	0	0	2	0	1
Volume Module:																				
Base Vol:	0	0	0	64	0	1014	307	1239		0	0	1142		97						
Growth Adj:	1.00	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	64	0	1014	307	1239		0	0	1142		97						
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	64	0	1014	307	1239		0	0	1142		97						
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0		0						
Reduced Vol:	0	0	0	64	0	1014	307	1239		0	0	1142		97						
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	0	0	0	64	0	1014	307	1239		0	0	1142		97						
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00								
Final Sat.:	0	0	0	1500	0	3000	3000	3000		0	0	3000		1500						
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.34	0.10	0.41	0.00	0.00	0.38	0.06								
Crit Volume:	0					507	0				571									
Crit Moves:						****	****				****									

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120					Critical Vol./Cap. (X):				0.637					
Loss Time (sec):	12					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	63					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	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	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	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	112	176		54		41	289		49		27	316		148		13	846		47	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	112	176		54		41	289		49		27	316		148		13	846		47	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Volume:	112	176		54		41	289		49		27	316		148		13	846		47	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	112	176		54		41	289		49		27	316		148		13	846		47	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	112	176		54		41	289		49		27	316		148		13	846		47	
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450		1450	1450		1450		1450	1450		1450	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	0.77		0.23		1.00	0.86		0.14		1.00	1.36		0.64		1.00	1.89		0.11	
Final Sat.:	1450	1110		340		1450	1240		210		1450	1975		925		1450	2747		153	
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.16		0.16		0.03	0.23		0.23		0.02	0.16		0.16		0.01	0.31		0.31	
Crit Volume:	112								338		27						447			
Crit Moves:	****								****		****						****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	5	43	46	4	20	29	343	14	88	1226	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:	6	5	43	46	4	20	29	343	14	88	1226	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	43	46	4	20	29	343	14	88	1226	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	43	46	4	20	29	343	14	88	1226	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	5	43	46	4	20	29	343	14	88	1226	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.01	0.02	0.12	0.01	0.06	0.42	0.05
Crit Volume:			5			46			29			613
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			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 1	0	1	0 1	0
Volume Module:												
Base Vol:	44	14	120	10	9	25	38	522	101	153	1271	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	14	120	10	9	25	38	522	101	153	1271	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	14	120	10	9	25	38	522	101	153	1271	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	14	120	10	9	25	38	522	101	153	1271	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	14	120	10	9	25	38	522	101	153	1271	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.76	0.24	1.00	0.53	0.47	1.00	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1100	350	1450	763	687	1450	1450	2430	470	1450	2873	27
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.02	0.03	0.21	0.21	0.11	0.44	0.44
Crit Volume:			58			19			38			642
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.400
Loss Time (sec):	9	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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	41	0	12	8	443	0	0	1005	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	0	12	8	443	0	0	1005	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	0	12	8	443	0	0	1005	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	12	8	443	0	0	1005	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	41	0	12	8	443	0	0	1005	72
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.77	0.00	0.23	1.00	2.00	0.00	0.00	1.87	0.13
Final Sat.:	0	0	0	1160	0	340	1500	3000	0	0	2799	201
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.15	0.00	0.00	0.36	0.36
Crit Volume:	0					53	8					539
Crit Moves:						****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.827
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	132	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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	895	677	1	3	1153	522	334	2	281	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	895	677	1	3	1153	522	334	2	281	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	895	677	1	3	1153	522	334	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	895	677	1	3	1153	522	334	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	895	677	1	3	1153	522	334	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2896	4	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.31	0.23	0.23	0.00	0.40	0.36	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	447					577		168				7
Crit Moves:	****					****		****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.514
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	45	345	58	247	196	883	288	195	37	183	611	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	345	58	247	196	883	288	195	37	183	611	187
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	45	345	0	247	196	0	288	195	0	183	611	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	345	0	247	196	0	288	195	0	183	611	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	45	345	0	247	196	0	288	195	0	183	611	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.00	0.09	0.07	0.00	0.10	0.07	0.00	0.06	0.21	0.00
Crit Volume:		173		124			144				306	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.705
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	483	584	114	149	749	178	204	664	566	199	638	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	483	584	114	149	749	178	204	664	566	199	638	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	483	584	114	149	749	178	204	664	566	199	638	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	483	584	114	149	749	178	204	664	566	199	638	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	483	584	114	149	749	178	204	664	566	199	638	119
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.08	0.05	0.17	0.12	0.14	0.23	0.39	0.14	0.22	0.08
Crit Volume:	242				250			332		199		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.636
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	350	522	125	3	629	104	72	272	504	192	413	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:	350	522	125	3	629	104	72	272	504	192	413	82
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	350	522	0	3	629	104	72	272	0	192	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	522	0	3	629	104	72	272	0	192	413	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	350	522	0	3	629	104	72	272	0	192	413	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3733	617	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.24	0.18	0.00	0.00	0.17	0.17	0.05	0.09	0.00	0.13	0.14	0.00
Crit Volume:	350					244		136		192		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.425
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	115	0	46	0	0	0	0	782	125	132	807	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:	115	0	46	0	0	0	0	782	125	132	807	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	46	0	0	0	0	782	125	132	807	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	46	0	0	0	0	782	125	132	807	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:	115	0	46	0	0	0	0	782	125	132	807	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.03	0.00	0.00	0.00	0.00	0.26	0.08	0.09	0.27	0.00
Crit Volume:	115					0		391		132		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.525		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	48	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	87	653	49	242	724	122	224	14	92	146	20	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	653	49	242	724	122	224	14	92	146	20	381
User Adj:	1.00	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:	87	653	49	242	724	122	224	14	92	146	20	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	653	49	242	724	122	224	14	92	146	20	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	87	653	49	242	724	122	224	14	92	146	20	381
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.79	0.21	1.00	3.00	1.00	1.88	0.12	1.00	0.88	0.12	1.00
Final Sat.:	1450	4046	304	1450	4350	1450	2729	171	1450	1275	175	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.17	0.17	0.08	0.08	0.08	0.06	0.11	0.11	0.26
Crit Volume:		234		242			119				166	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.612		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	59	Level Of Service:	B		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	672	86	424	786	0	0	0	0	43	0	270
Growth Adj:	1.00	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	672	86	424	786	0	0	0	0	43	0	270
User Adj:	1.00	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	672	86	424	786	0	0	0	0	43	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	672	86	424	786	0	0	0	0	43	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	672	86	424	786	0	0	0	0	43	0	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.06	0.28	0.17	0.00	0.00	0.00	0.00	0.01	0.00	0.18
Crit Volume:		224		424			0					270
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	3	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	81	644	76		247	1167	75		100	24	74		153	14	399	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	644	76		247	1167	75		100	24	74		153	14	399	
User Adj:	1.00	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:	81	644	76		247	1167	75		100	24	74		153	14	399	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	644	76		247	1167	75		100	24	74		153	14	399	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	81	644	76		247	1167	75		100	24	74		153	14	399	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.79	0.21		1.00	3.00	1.00		0.81	0.19	1.00		0.92	0.08	1.00	
Final Sat.:	1450	2594	306		1450	4350	1450		1169	281	1450		1328	122	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.25	0.25		0.17	0.27	0.05		0.09	0.09	0.05		0.12	0.12	0.28	
Crit Volume:			360		247					124				167		
Crit Moves:			****		****					****				****		

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2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.203
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	2	1	5		6	1	8		3	508	14		10	227	15	
Growth Adj:	1.00	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	1	5		6	1	8		3	508	14		10	227	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1	5		6	1	8		3	508	14		10	227	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1	5		6	1	8		3	508	14		10	227	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	1	5		6	1	8		3	508	14		10	227	15	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.12	0.63		0.40	0.07	0.53		1.00	1.95	0.05		1.00	1.88	0.12	
Final Sat.:	363	181	906		580	97	773		1450	2822	78		1450	2720	180	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.01	0.01	0.01		0.00	0.18	0.18		0.01	0.08	0.08	
Crit Volume:			8				15			261				10		
Crit Moves:		****				****			****			****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	0 1	1	0	1 1	1	0	1 1 0
Volume Module:												
Base Vol:	5	0	13	132	0	217	79	317	2	5	553	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	132	0	217	79	317	2	5	553	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	132	0	217	79	317	2	5	553	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	132	0	217	79	317	2	5	553	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	13	132	0	217	79	317	2	5	553	65
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.79	0.21
Final Sat.:	1450	0	1450	1450	0	1450	1450	2882	18	1450	2595	305
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.15	0.05	0.11	0.11	0.00	0.21	0.21
Crit Volume:	5					217	79					309
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.869
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	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:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	658	1452	625		135	900	213		282	431	585		749	441	130	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	658	1452	625		135	900	213		282	431	585		749	441	130	
User Adj:	1.00	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:	658	1452	625		135	900	213		282	431	585		749	441	130	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	658	1452	625		135	900	213		282	431	585		749	441	130	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	658	1452	625		135	900	213		282	431	585		749	441	130	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.33	0.43	0.05	0.21	0.15	0.10	0.15	0.40	0.26	0.15	0.09				
Crit Volume:	0				300				585	375						
Crit Moves:	****				****				****	****						

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120				Critical Vol./Cap. (X):				0.849							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	151				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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	3	0	1	0 1
Volume Module:																
Base Vol:	707	1199	631		31	1210	5		36	302	701		969	419	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:	707	1199	631		31	1210	5		36	302	701		969	419	41	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	707	1199	0		31	1210	0		36	302	0		969	419	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	707	1199	0		31	1210	0		36	302	0		969	419	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	707	1199	0		31	1210	0		36	302	0		969	419	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		3.00	1.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		4350	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.28	0.00		0.01	0.28	0.00		0.01	0.10	0.00		0.22	0.29	0.00	
Crit Volume:	354					403				151			323			
Crit Moves:	****					****				****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120				Critical Vol./Cap. (X):				0.730							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	84				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:	Ignore				Ignore				Ignore				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	1	0 1	1	0	1	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	259	24	23		66	8	12		9	2066	9		103	2015	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:	259	24	23		66	8	12		9	2066	9		103	2015	69	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	259	24	0		66	8	0		9	2066	0		103	2015	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	259	24	0		66	8	0		9	2066	0		103	2015	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	259	24	0		66	8	0		9	2066	0		103	2015	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.18	0.02	0.00		0.05	0.01	0.00		0.01	0.47	0.00		0.07	0.46	0.00	
Crit Volume:	259					8				689			103			
Crit Moves:	****					****				****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.503
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	73	1383	299	86	862	25	14	14	35	294	27	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:	73	1383	299	86	862	25	14	14	35	294	27	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1383	299	86	862	25	14	14	35	294	27	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1383	299	86	862	25	14	14	35	294	27	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1383	299	86	862	25	14	14	35	294	27	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	461	989
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.21	0.06	0.20	0.02	0.01	0.01	0.02	0.10	0.06	0.06
Crit Volume:		461		86					35	147		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.333
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	8	4	3	79	4	23	16	766	15	2	768	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	4	3	79	4	23	16	766	15	2	768	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	4	3	79	4	23	16	766	15	2	768	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	4	3	79	4	23	16	766	15	2	768	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	4	3	79	4	23	16	766	15	2	768	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.05	0.00	0.02	0.01	0.26	0.01	0.00	0.26	0.06
Crit Volume:		4		79			16				384	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		39	0	34		49	1041	0		0	1540	54	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		39	0	34		49	1041	0		0	1540	54	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		39	0	34		49	1041	0		0	1540	54	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		39	0	34		49	1041	0		0	1540	54	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		39	0	34		49	1041	0		0	1540	54	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.02		0.03	0.35	0.00		0.00	0.51	0.04	
Crit Volume:		0				39				49				770		
Crit Moves:					****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	5	8	30		24	21	36		19	992	6		88	982	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	8	30		24	21	36		19	992	6		88	982	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	8	30		24	21	36		19	992	6		88	982	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	8	30		24	21	36		19	992	6		88	982	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	8	30		24	21	36		19	992	6		88	982	10	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.01	0.02		0.02	0.01	0.02		0.01	0.34	0.00		0.06	0.34	0.01	
Crit Volume:		8				24				496				88		
Crit Moves:	****				****					****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	61	0	22	8	1025	0	0	1491	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:	0	0	0	61	0	22	8	1025	0	0	1491	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	61	0	22	8	1025	0	0	1491	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	61	0	22	8	1025	0	0	1491	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	61	0	22	8	1025	0	0	1491	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.73	0.00	0.27	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1102	0	398	1500	3000	0	0	2844	156
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.34	0.00	0.00	0.52	0.52
Crit Volume:	0					83	8				787	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.130
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	499	1061	1097	407	1042	53	44	1422	709	861	1697	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	1061	1097	407	1042	53	44	1422	709	861	1697	185
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	499	1061	0	407	1042	0	44	1422	0	861	1697	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	1061	0	407	1042	0	44	1422	0	861	1697	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	499	1061	0	407	1042	0	44	1422	0	861	1697	0
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.37	0.00	0.14	0.24	0.00	0.02	0.33	0.00	0.30	0.39	0.00
Crit Volume:		531			204			474			431	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 9 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	120	0	8	12	910	0	0	1285	234
Growth Adj:	1.00	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	120	0	8	12	910	0	0	1285	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	120	0	8	12	910	0	0	1285	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	120	0	8	12	910	0	0	1285	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	120	0	8	12	910	0	0	1285	234
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.01	0.01	0.30	0.00	0.00	0.43	0.16
Crit Volume:			0			120			12			643
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec): 120 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:																				
Base Vol:	324	2515		31		89	2122		304	513		6	390	138		5	199			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	324	2515		31		89	2122		304	513		6	390	138		5	199			
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
PHF Volume:	324	2515		0		89	2122		0	513		6	0	138		5	0			
Reduct Vol:	0	0		0		0	0		0	0		0	0	0		0	0			
Reduced Vol:	324	2515		0		89	2122		0	513		6	0	138		5	0			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00
FinalVolume:	324	2515		0		89	2122		0	513		6	0	138		5	0			
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	5800		0		2900	4350		1450	2900		1450	1450	2900		1450	1450			
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.43	0.00	0.03	0.49	0.00	0.18	0.00	0.00	0.05	0.00	0.00								
Crit Volume:	162					707			257				5							
Crit Moves:	****					****			****				****							

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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:	Ignore			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	188	666	361	122	1021	183	52	1582	164	315	2015	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	666	361	122	1021	183	52	1582	164	315	2015	190
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	188	666	0	122	1021	183	52	1582	164	315	2015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	666	0	122	1021	183	52	1582	164	315	2015	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	188	666	0	122	1021	183	52	1582	164	315	2015	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.00	0.04	0.23	0.13	0.02	0.36	0.11	0.11	0.35	0.00
Crit Volume:	94				340			527		158		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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 0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	97	0	242	0	0	0	0	1464	151	382	1981	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:	97	0	242	0	0	0	0	1464	151	382	1981	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	242	0	0	0	0	1464	151	382	1981	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	242	0	0	0	0	1464	151	382	1981	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:	97	0	242	0	0	0	0	1464	151	382	1981	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.72	0.28	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4079	421	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.16	0.00	0.00	0.00	0.00	0.36	0.36	0.25	0.44	0.00
Crit Volume:	97				0				538	382		
Crit Moves:	****								****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	322	479	385	365	927	221	109	937	176	491	1323	284
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	479	385	365	927	221	109	937	176	491	1323	284
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	322	479	0	365	927	0	109	937	0	491	1323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	479	0	365	927	0	109	937	0	491	1323	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	322	479	0	365	927	0	109	937	0	491	1323	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.13	0.32	0.00	0.04	0.22	0.00	0.17	0.30	0.00
Crit Volume:	161			464			312			245		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	2	812	96	77	1554	14	12	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	812	96	77	1554	14	12	8	6	52	6	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	812	96	77	1554	14	12	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	812	96	77	1554	14	12	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	812	96	77	1554	14	12	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2593	307	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	2			784			20			58		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	818	86	160	1470	0	0	0	0	5	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	818	86	160	1470	0	0	0	0	5	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	818	86	160	1470	0	0	0	0	5	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	818	86	160	1470	0	0	0	0	5	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	818	86	160	1470	0	0	0	0	5	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2715	285	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0			735			0			5		
Crit Moves:	****			****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.669
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	49	811	42	47	1337	31	6	21	127	152	23	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	811	42	47	1337	31	6	21	127	152	23	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	49	811	42	47	1337	0	6	21	127	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	811	42	47	1337	0	6	21	127	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	49	811	42	47	1337	0	6	21	127	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2757	143	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0			669					127		175	
Crit Moves:	****			****					****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	272	0	30	26	249	0	1	262	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	272	0	30	26	249	0	1	262	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	272	0	30	26	249	0	1	262	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	272	0	30	26	249	0	1	262	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	272	0	30	26	249	0	1	262	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:			0			272			26			131
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																		
Base Vol:	58	0	90	0	0	0	0	2178	171	394	1953	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:	58	0	90	0	0	0	0	2178	171	394	1953	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	90	0	0	0	0	2178	171	394	1953	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	90	0	0	0	0	2178	171	394	1953	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:	58	0	90	0	0	0	0	2178	171	394	1953	0
Saturation Flow Module:																		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:																		
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.48	0.11	0.26	0.43	0.00
Crit Volume:			90			0			726			394						
Crit Moves:			****						****			****						

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	0	0 1	1	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	15	3	11		233	5	302		95	2675	7		40	2405	302	
Growth Adj:	1.00	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	3	11		233	5	302		95	2675	7		40	2405	302	
User Adj:	1.00	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:	15	3	11		233	5	302		95	2675	7		40	2405	302	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	3	11		233	5	302		95	2675	7		40	2405	302	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	3	11		233	5	302		95	2675	7		40	2405	302	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.67	0.33	1.00		1.96	0.04	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2417	483	1450		2839	61	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.08	0.08	0.21		0.07	0.61	0.00		0.03	0.55	0.21	
Crit Volume:		9					302			892				40		
Crit Moves:	****						****			****			****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Ovl				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:	0	1	0	0 1	2	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5	2	11		1082	3	315		203	2050	3		15	2006	673	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	2	11		1082	3	315		203	2050	3		15	2006	673	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	2	11		1082	3	315		203	2050	3		15	2006	673	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2	11		1082	3	315		203	2050	3		15	2006	673	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2	11		1082	3	315		203	2050	3		15	2006	673	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.71	0.29	1.00		2.99	0.01	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1071	429	1500		4488	12	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.24	0.24	0.21		0.14	0.46	0.00		0.01	0.45	0.45	
Crit Volume:			11		362				203						673	
Crit Moves:			****		****				****						****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.914
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ovl				Ignore				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:	2	1	0	0 1	1	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	629	87	278		34	199	219		80	2349	700		249	2528	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	629	87	278		34	199	219		80	2349	700		249	2528	29	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	629	87	0		34	199	219		80	2349	0		249	2528	29	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	629	87	0		34	199	219		80	2349	0		249	2528	29	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	629	87	0		34	199	219		80	2349	0		249	2528	29	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.64	0.36	1.00		1.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3821	529	1450		1450	2900	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.16	0.16	0.00		0.02	0.07	0.15		0.03	0.54	0.00		0.09	0.58	0.02	
Crit Volume:	239						219			783			125			
Crit Moves:	****						****			****			****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				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	1	0	0 1	1	1	0	0 1	2	0	4	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	219	83	255		3	157	80		35	2831	162		213	2252	91	
Growth Adj:	1.00	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	83	255		3	157	80		35	2831	162		213	2252	91	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	219	83	0		3	157	0		35	2831	0		213	2252	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	219	83	0		3	157	0		35	2831	0		213	2252	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	219	83	0		3	157	0		35	2831	0		213	2252	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.45	0.55	1.00		1.00	1.00	1.00		2.00	4.00	1.00		2.00	4.00	1.00	
Final Sat.:	2103	797	1450		1450	1450	1450		2900	5800	1450		2900	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.00		0.00	0.11	0.00		0.01	0.49	0.00		0.07	0.39	0.00	
Crit Volume:	151						157			708			107			
Crit Moves:	****						****			****			****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.757
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	112	0	440	615	1838	2	7	2195	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	112	0	440	615	1838	2	7	2195	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	112	0	440	615	1838	2	7	2195	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	112	0	440	615	1838	2	7	2195	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	112	0	440	615	1838	2	7	2195	132
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.42	0.42	0.00	0.50	0.09
Crit Volume:	2			56			308				732	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 138 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	346	332	162	484	363	139	209	2374	327	198	2260	770
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	332	162	484	363	139	209	2374	327	198	2260	770
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	332	162	484	363	139	209	2374	327	198	2260	770
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	332	162	484	363	139	209	2374	327	198	2260	770
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	346	332	162	484	363	139	209	2374	327	198	2260	770
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.11	0.17	0.08	0.10	0.07	0.41	0.23	0.07	0.52	0.53
Crit Volume:		111			242			104			753	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec):	120					Critical Vol./Cap. (X):				0.583					
Loss Time (sec):	12					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	55					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:	Ignore				Ignore				Ignore				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:	0	1	0	0	1	1	1	0	0	1	2	0	4	0	1	1	0	4	0	1
Volume Module:																
Base Vol:	19	1	28		90	1	187		155	2989	42		33	2461	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	1	28		90	1	187		155	2989	42		33	2461	83	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	19	1	0		90	1	0		155	2989	0		33	2461	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1	0		90	1	0		155	2989	0		33	2461	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	19	1	0		90	1	0		155	2989	0		33	2461	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.95	0.05	1.00		1.98	0.02	1.00		2.00	4.00	1.00		1.00	4.00	1.00	
Final Sat.:	1378	73	1450		2868	32	1450		2900	5800	1450		1450	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.00		0.03	0.03	0.00		0.05	0.52	0.00		0.02	0.42	0.00	
Crit Volume:		20				46				747				33		
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec):	120					Critical Vol./Cap. (X):				0.619					
Loss Time (sec):	9					Average Delay (sec/veh):				xxxxxx					
Optimal Cycle:	49					Level Of Service:				B					
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:																
Base Vol:	0	2203	157		118	1767	0		0	0	0		76	0	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:	0	2203	157		118	1767	0		0	0	0		76	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:	1.00	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	2203	157		118	1767	0		0	0	0		76	0	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2203	157		118	1767	0		0	0	0		76	0	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2203	157		118	1767	0		0	0	0		76	0	82	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.49	0.10		0.08	0.39	0.00		0.00	0.00	0.00		0.05	0.00	0.05	
Crit Volume:		734				118				0				76		
Crit Moves:		****				****								****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	508	529	83	445	846	36	37	619	464	188	450	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	529	83	445	846	36	37	619	464	188	450	118
User Adj:	1.00	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:	508	529	83	445	846	36	37	619	464	188	450	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	529	83	445	846	36	37	619	464	188	450	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	508	529	83	445	846	36	37	619	464	188	450	118
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.15	0.19	0.02	0.03	0.21	0.32	0.13	0.16	0.08
Crit Volume:	254			282			310			188		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	219	1757	8	11	1873	57	150	27	251	5	13	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:	219	1757	8	11	1873	57	150	27	251	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	219	1757	8	11	1873	57	150	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1757	8	11	1873	57	150	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	219	1757	8	11	1873	57	150	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2458	442	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	219			624			89			24		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	57	0	50	0	0	0	0	1199	129	113	1008	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	0	50	0	0	0	0	1199	129	113	1008	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	50	0	0	0	0	1199	129	113	1008	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	50	0	0	0	0	1199	129	113	1008	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:	57	0	50	0	0	0	0	1199	129	113	1008	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.09	0.08	0.34	0.00
Crit Volume:	57			0			600			113		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	28	1571	133	299	1867	4	108	210	133	29	22	191
Growth Adj:	1.00	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	1571	133	299	1867	4	108	210	133	29	22	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1571	0	299	1867	4	108	210	133	29	22	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1571	0	299	1867	4	108	210	133	29	22	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1571	0	299	1867	4	108	210	133	29	22	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4341	9	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.00	0.10	0.43	0.43	0.07	0.14	0.09	0.02	0.01	0.13
Crit Volume:		524		150				210		29		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.632
Loss Time (sec): 9 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				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	107	1965	0	0	1601	242	360	0	346	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:	107	1965	0	0	1601	242	360	0	346	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	107	1965	0	0	1601	242	360	0	346	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	107	1965	0	0	1601	242	360	0	346	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:	107	1965	0	0	1601	242	360	0	346	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.44	0.00	0.00	0.36	0.16	0.12	0.00	0.23	0.00	0.00	0.00				
Crit Volume:		655		0					346	0						
Crit Moves:		****		****					****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	798	1247	31	259	1641	90	111	354	777	45	210	68				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	798	1247	31	259	1641	90	111	354	777	45	210	68				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:	798	1247	0	259	1641	0	111	354	0	45	210	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	798	1247	0	259	1641	0	111	354	0	45	210	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
FinalVolume:	798	1247	0	259	1641	0	111	354	0	45	210	0				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.28	0.29	0.00	0.09	0.38	0.00	0.04	0.12	0.00	0.02	0.07	0.00				
Crit Volume:	399				547			177		23						
Crit Moves:	****				****			****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1!0	0
Volume Module:												
Base Vol:	97	1173	17	5	1308	8	4	6	85	26	7	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	1173	17	5	1308	8	4	6	85	26	7	1
User Adj:	1.00	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:	97	1173	17	5	1308	8	4	6	85	26	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1173	17	5	1308	8	4	6	85	26	7	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	97	1173	17	5	1308	8	4	6	85	26	7	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.40	0.60	1.00	0.76	0.21	0.03
Final Sat.:	1450	2900	1450	1450	2900	1450	580	870	1450	1109	299	43
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.01	0.00	0.45	0.01	0.01	0.01	0.06	0.02	0.02	0.02
Crit Volume:	97			654					85		34	
Crit Moves:	****			****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1	0	1	0 1	0	1
Volume Module:												
Base Vol:	114	785	31	28	1141	24	22	3	82	15	3	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	785	31	28	1141	24	22	3	82	15	3	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	785	31	28	1141	24	22	3	82	15	3	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	785	31	28	1141	24	22	3	82	15	3	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	785	31	28	1141	24	22	3	82	15	3	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.88	0.12	1.00	0.83	0.17	1.00
Final Sat.:	1450	2790	110	1450	2840	60	1276	174	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.02	0.40	0.40	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	114			583					25		18	
Crit Moves:	****			****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	1	389	132	336	946	230	38	925	4	58	620	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	389	132	336	946	230	38	925	4	58	620	493
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	389	0	336	946	0	38	925	0	58	620	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	389	0	336	946	0	38	925	0	58	620	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	389	0	336	946	0	38	925	0	58	620	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.12	0.33	0.00	0.01	0.32	0.00	0.02	0.21	0.00
Crit Volume:	0			473			463			29		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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! 0	0	0	0 1	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	43	6	6	13	72	251	39	825	69	38	626	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	6	13	72	251	39	825	69	38	626	10
User Adj:	1.00	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:	43	6	6	13	72	251	39	825	69	38	626	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	6	6	13	72	251	39	825	69	38	626	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	6	6	13	72	251	39	825	69	38	626	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.11	0.11	0.15	0.85	1.00	1.00	1.85	0.15	1.00	1.97	0.03
Final Sat.:	1134	158	158	222	1228	1450	1450	2676	224	1450	2854	46
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.17	0.03	0.31	0.31	0.03	0.22	0.22
Crit Volume:	55			251			447		38			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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:	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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	276	346	316	524	0	0	0	0	445	0	422
Growth Adj:	1.00	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	276	346	316	524	0	0	0	0	445	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
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	276	346	316	524	0	0	0	0	445	0	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	276	346	316	524	0	0	0	0	445	0	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	276	346	316	524	0	0	0	0	445	0	422
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.03	0.00	0.97
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1540	0	1460
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.35	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Volume:			346	316					0	433		
Crit Moves:			****	****						****		

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2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	7	1	12	13	0	128	176	443	23	12	298	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:	7	1	12	13	0	128	176	443	23	12	298	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:	7	1	12	13	0	128	176	443	23	12	298	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	12	13	0	128	176	443	23	12	298	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:	7	1	12	13	0	128	176	443	23	12	298	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.05	0.60	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	508	73	870	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:			20			128	176				149	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	112	996	0		2	1017	64		25	0	49		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	996	0		2	1017	64		25	0	49		0	0	1	
User Adj:	1.00	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:	112	996	0		2	1017	64		25	0	49		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	996	0		2	1017	64		25	0	49		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	112	996	0		2	1017	64		25	0	49		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	0	1500		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33	0.00		0.00	0.34	0.04		0.02	0.00	0.03		0.00	0.00	0.00	
Crit Volume:	112					509					49		0			
Crit Moves:	****					****					****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	231	766	3		1	824	167		188	2	244		3	5	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	766	3		1	824	167		188	2	244		3	5	3	
User Adj:	1.00	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:	231	766	3		1	824	167		188	2	244		3	5	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	766	3		1	824	167		188	2	244		3	5	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	231	766	3		1	824	167		188	2	244		3	5	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.38	0.62	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	12	1488		563	938	1500	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.00		0.00	0.27	0.11		0.06	0.16	0.16		0.01	0.01	0.00	
Crit Volume:	231					412					246		3			
Crit Moves:	****					****					****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	104	1132	31	239	1447	207	96	503	524	45	393	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1132	31	239	1447	207	96	503	524	45	393	228
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1132	0	239	1447	0	96	503	0	45	393	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1132	0	239	1447	0	96	503	0	45	393	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1132	0	239	1447	0	96	503	0	45	393	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.08	0.33	0.00	0.07	0.17	0.00	0.02	0.14	0.00
Crit Volume:	52			482			96			197		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	1295	59	107	1439	55	203	12	334	126	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1295	59	107	1439	55	203	12	334	126	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1295	59	107	1439	55	203	12	334	126	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1295	59	107	1439	55	203	12	334	126	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1295	59	107	1439	55	203	12	334	126	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4160	190	1450	4190	160	2738	162	1450	1405	45	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.07	0.34	0.34	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	181					498			334		130	
Crit Moves:	****					****			****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.782
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	334	1833	71	57	2076	327	262	92	154	56	133	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	1833	71	57	2076	327	262	92	154	56	133	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	334	1833	71	57	2076	327	262	92	154	56	133	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	1833	71	57	2076	327	262	92	154	56	133	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	334	1833	71	57	2076	327	262	92	154	56	133	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.55	0.54	0.91	0.53	1.27	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2239	787	1323	773	1837	290
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.04	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	167			692			170			105		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.552
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	266	1007	13	4	989	55	92	7	477	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1007	13	4	989	55	92	7	477	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1007	13	4	989	55	92	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1007	13	4	989	55	92	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1007	13	4	989	55	92	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2788	212	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			495			49			18		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	319	1036	254	78	758	45	71	443	166	210	275	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	1036	254	78	758	45	71	443	166	210	275	23
User Adj:	1.00	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:	319	1036	254	78	758	45	71	443	166	210	275	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	1036	254	78	758	45	71	443	166	210	275	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	319	1036	254	78	758	45	71	443	166	210	275	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.92	0.08
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1338	112
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.18	0.03	0.17	0.03	0.05	0.15	0.11	0.07	0.21	0.21
Crit Volume:	160			253			222					298
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	496	1452	248	63	980	36	35	84	316	373	115	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	496	1452	248	63	980	36	35	84	316	373	115	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	1452	248	63	980	36	35	84	316	373	115	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1452	248	63	980	36	35	84	316	373	115	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	1452	248	63	980	36	35	84	316	373	115	117
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.85	0.57	0.58
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2685	826	839
Capacity Analysis Module:												
Vol/Sat:	0.17	0.33	0.17	0.02	0.23	0.02	0.02	0.06	0.22	0.14	0.14	0.14
Crit Volume:	248			327			84					202
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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				Ovl				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	3	0 1	1	0	3	0 1	1	0	0	1 0	2	0	0	1 0
Volume Module:																
Base Vol:	26	1178	31		13	837	252		300	17	39		33	14	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	26	1178	31		13	837	252		300	17	39		33	14	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	1178	31		13	837	252		300	17	39		33	14	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	1178	31		13	837	252		300	17	39		33	14	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	26	1178	31		13	837	252		300	17	39		33	14	18	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.30	0.70		2.00	0.44	0.56	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	440	1010		2900	634	816	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.27	0.02		0.01	0.19	0.17		0.21	0.04	0.04		0.01	0.02	0.02	
Crit Volume:		393				13				300				32		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	37	1435	63		5	1753	51		65	12	63		38	18	77	
Growth Adj:	1.00	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	1435	63		5	1753	51		65	12	63		38	18	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:	37	1435	63		5	1753	51		65	12	63		38	18	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	37	1435	63		5	1753	51		65	12	63		38	18	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:	37	1435	63		5	1753	51		65	12	63		38	18	77	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08		1.00	1.94	0.06		1.00	1.00	1.00		1.00	0.19	0.81	
Final Sat.:	1500	2874	126		1500	2915	85		1500	1500	1500		1500	284	1216	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.50	0.50		0.00	0.60	0.60		0.04	0.01	0.04		0.03	0.06	0.06	
Crit Volume:	37					902			65						95	
Crit Moves:	****					****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	2	1 0	1	0	2	1 0	1	0	0	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	21	2051	58		7	2286	170		24	0	252		226	0	23	
Growth Adj:	1.00	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	2051	58		7	2286	170		24	0	252		226	0	23	
User Adj:	1.00	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:	21	2051	58		7	2286	170		24	0	252		226	0	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	2051	58		7	2286	170		24	0	252		226	0	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	21	2051	58		7	2286	170		24	0	252		226	0	23	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	2.92	0.08		1.00	2.79	0.21		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1450	4230	120		1450	4049	301		1450	0	1450		1450	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.48	0.48		0.00	0.56	0.56		0.02	0.00	0.17		0.16	0.00	0.02	
Crit Volume:	0				819						252		226			
Crit Moves:	****				****						****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	9	2062	37		37	2364	82		51	18	11		90	22	67	
Growth Adj:	1.00	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	2062	37		37	2364	82		51	18	11		90	22	67	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	2062	37		37	2364	82		51	18	11		90	22	67	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	2062	37		37	2364	82		51	18	11		90	22	67	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2062	37		37	2364	82		51	18	11		90	22	67	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.95	0.05		1.00	2.90	0.10		0.64	0.22	0.14		0.51	0.12	0.37	
Final Sat.:	1500	4421	79		1500	4349	151		956	338	206		754	184	561	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.47	0.47		0.02	0.54	0.54		0.05	0.05	0.05		0.12	0.12	0.12	
Crit Volume:	9						815		51					179		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1560	37	85	1705	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1560	37	85	1705	0	0	0	0	49	0	60
User Adj:	1.00	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	1560	37	85	1705	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1560	37	85	1705	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1560	37	85	1705	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2930	70	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.06	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			799		85			0		49		
Crit Moves:			****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	777	7	286	845	0	0	0	0	3	0	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:	0	777	7	286	845	0	0	0	0	3	0	44
User Adj:	1.00	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	777	7	286	845	0	0	0	0	3	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	777	7	286	845	0	0	0	0	3	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	777	7	286	845	0	0	0	0	3	0	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2973	27	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.19	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:			392		286			0		3		
Crit Moves:			****		****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				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	1	1 0	1	0	1	1 0	0	0	1!	0 0	0	1	0	0 1
Volume Module:																
Base Vol:	5	956	77		220	1536	19		1	3	5		193	4	297	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	956	77		220	1536	19		1	3	5		193	4	297	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	956	77		220	1536	19		1	3	5		193	4	297	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	956	77		220	1536	19		1	3	5		193	4	297	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	956	77		220	1536	19		1	3	5		193	4	297	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.85	0.15		1.00	1.98	0.02		0.11	0.33	0.56		0.98	0.02	1.00	
Final Sat.:	1450	2684	216		1450	2865	35		161	483	806		1421	29	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.36		0.15	0.54	0.54		0.01	0.01	0.01		0.14	0.14	0.20	
Crit Volume:	5						778			9				197		
Crit Moves:	****						****			****				****		

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City of Roseville
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2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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				Ovl				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	2	0 1	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	59	962	14		12	1638	75		66	1	27		69	6	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:	59	962	14		12	1638	75		66	1	27		69	6	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:	59	962	14		12	1638	75		66	1	27		69	6	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	59	962	14		12	1638	75		66	1	27		69	6	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:	59	962	14		12	1638	75		66	1	27		69	6	35	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.91	0.09		0.99	0.01	1.00		0.92	0.08	1.00	
Final Sat.:	1450	2900	1450		1450	2773	127		1428	22	1450		1334	116	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.33	0.01		0.01	0.59	0.59		0.05	0.05	0.02		0.05	0.05	0.02	
Crit Volume:	59						857			67				75		
Crit Moves:	****						****			****				****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.380
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	460	156	39	931	0	0	0	0	105	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	460	156	39	931	0	0	0	0	105	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:	1.00	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	460	156	39	931	0	0	0	0	105	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	460	156	39	931	0	0	0	0	105	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	460	156	39	931	0	0	0	0	105	0	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.10	0.03	0.31	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Crit Volume:	0				466			0		105		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.803
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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:		Ovl			Ovl			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	0 1	1	0 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	137	0	163	224	0	96	197	1018	105	431	1046	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	163	224	0	96	197	1018	105	431	1046	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	137	0	163	224	0	96	197	1018	105	431	1046	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	163	224	0	96	197	1018	105	431	1046	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	0	163	224	0	96	197	1018	105	431	1046	239
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.11	0.15	0.00	0.07	0.14	0.35	0.07	0.30	0.36	0.16
Crit Volume:					0			224		509	431	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120				Critical Vol./Cap. (X):				0.596						
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	56				Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	115	797	28		15	1340	54		27	2	99		22	1	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:	115	797	28		15	1340	54		27	2	99		22	1	8	
User Adj:	1.00	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:	115	797	28		15	1340	54		27	2	99		22	1	8	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	115	797	28		15	1340	54		27	2	99		22	1	8	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	115	797	28		15	1340	54		27	2	99		22	1	8	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.93	0.07		1.00	1.92	0.08		0.93	0.07	1.00		0.96	0.04	1.00	
Final Sat.:	1450	2802	98		1450	2788	112		1350	100	1450		1387	63	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28	0.28		0.01	0.48	0.48		0.02	0.02	0.07		0.02	0.02	0.01	
Crit Volume:	115						697			29				23		
Crit Moves:	****						****			****				****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100				Critical Vol./Cap. (X):				0.594						
Loss Time (sec):	0				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	56				Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	40	608	8		42	1373	86		73	0	27		15	3	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	40	608	8		42	1373	86		73	0	27		15	3	19	
User Adj:	1.00	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:	40	608	8		42	1373	86		73	0	27		15	3	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	40	608	8		42	1373	86		73	0	27		15	3	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	40	608	8		42	1373	86		73	0	27		15	3	19	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.97	0.03		1.00	1.88	0.12		1.00	0.00	1.00		0.83	0.17	1.00	
Final Sat.:	1450	2862	38		1450	2729	171		1450	0	1450		1208	242	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.21	0.21		0.03	0.50	0.50		0.05	0.00	0.02		0.01	0.01	0.01	
Crit Volume:	40						730			73					19	
Crit Moves:	****						****			****					****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	797	31	107	1320	63	31	11	24	32	13	199
Growth Adj:	1.00	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	797	31	107	1320	63	31	11	24	32	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	797	31	107	1320	63	31	11	24	32	13	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	797	31	107	1320	63	31	11	24	32	13	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	797	31	107	1320	63	31	11	24	32	13	199
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.91	0.09	0.74	0.26	1.00	1.42	0.58	1.00
Final Sat.:	1450	2791	109	1450	2768	132	1070	380	1450	2062	838	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.07	0.48	0.48	0.03	0.03	0.02	0.02	0.02	0.14
Crit Volume:	26					692		42				199
Crit Moves:	****					****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	88	297	18	23	1009	15	10	0	88	34	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	297	18	23	1009	15	10	0	88	34	0	10
User Adj:	1.00	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:	88	297	18	23	1009	15	10	0	88	34	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	297	18	23	1009	15	10	0	88	34	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	297	18	23	1009	15	10	0	88	34	0	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2734	166	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.02	0.35	0.01	0.01	0.00	0.06	0.02	0.00	0.01
Crit Volume:	88					505			88	34		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	1	0 1	0	0	0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	111	680	339	0	0	0	0	1359	525	167	1473	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:	111	680	339	0	0	0	0	1359	525	167	1473	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	111	680	0	0	0	0	0	1359	0	167	1473	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	680	0	0	0	0	0	1359	0	167	1473	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	111	680	0	0	0	0	0	1359	0	167	1473	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	3000	0	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.11	0.49	0.00
Crit Volume:		340			0			680		167		
Crit Moves:		****						****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2 0 2	1	0	2 0 1	0	0	4 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	671	0	959	72	692	166	0	585	228	304	956	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	671	0	959	72	692	166	0	585	228	304	956	366
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	671	0	959	72	692	0	0	585	228	304	956	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	671	0	959	72	692	0	0	585	228	304	956	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	671	0	959	72	692	0	0	585	228	304	956	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.32	0.05	0.23	0.00	0.00	0.10	0.15	0.10	0.21	0.00
Crit Volume:	336				346			0			319	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.804
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	935	0	226	0	1352	554	0	1637	1148
Growth Adj:	1.00	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	935	0	226	0	1352	554	0	1637	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	935	0	226	0	1352	0	0	1637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	935	0	226	0	1352	0	0	1637	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	935	0	226	0	1352	0	0	1637	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.14	0.00	0.42	0.00	0.00	0.51	0.00
Crit Volume:			0			468			0			819
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1082	546	583	897	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	0	0	0	0	1082	546	583	897	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1082	546	583	897	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1082	546	583	897	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1082	546	583	897	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.36	0.19	0.30	0.00
Crit Volume:	0			0					546	292		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	535	0	606	0	0	0	0	2190	611	0	1993	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	0	606	0	0	0	0	2190	611	0	1993	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	535	0	606	0	0	0	0	2190	0	0	1993	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	0	606	0	0	0	0	2190	0	0	1993	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	535	0	606	0	0	0	0	2190	0	0	1993	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.20	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.44	0.00
Crit Volume:			303	0				730		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	337	0	574	0	2471	285	0	1933	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	337	0	574	0	2471	285	0	1933	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	337	0	0	0	2471	0	0	1933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	337	0	0	0	2471	0	0	1933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	337	0	0	0	2471	0	0	1933	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.55	0.00	0.00	0.43	0.00
Crit Volume:			0	169				824		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.604
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
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			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	0	1556	232	0	811	0	0	0	0	923	0	388
Growth Adj:	1.00	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	1556	232	0	811	0	0	0	0	923	0	388
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1556	0	0	811	0	0	0	0	923	0	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1556	0	0	811	0	0	0	0	923	0	388
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1556	0	0	811	0	0	0	0	923	0	388
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.21	0.00	0.26
Crit Volume:		519		0			0					388
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.836
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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			Ignore			Ignore			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:	2	0	3 0	0	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	1372	1663	0	0	1703	292	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1372	1663	0	0	1703	292	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1372	1663	0	0	1703	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1372	1663	0	0	1703	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1372	1663	0	0	1703	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.46	0.37	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	686				568		0				0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.810
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2845	456	532	1463	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2845	456	532	1463	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2845	0	532	1463	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2845	0	532	1463	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2845	0	532	1463	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.18	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		948		266			0				0	
Crit Moves:		****		****								

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.967
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	185	473	589	668	0	268	367	1557	306	0	2797	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	473	589	668	0	268	367	1557	306	0	2797	283
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	473	0	668	0	268	367	1557	306	0	2797	283
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	473	0	668	0	268	367	1557	306	0	2797	283
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	473	0	668	0	268	367	1557	306	0	2797	283
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.85	0.00	1.15	2.00	1.67	0.33	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4139	0	1661	2900	2424	476	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.16	0.00	0.16	0.13	0.64	0.64	0.00	0.48	0.20
Crit Volume:		237		234					932	0		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	18	1	10	525	0	30	54	555	4	4	514	450
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	525	0	30	54	555	4	4	514	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	525	0	30	54	555	4	4	514	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	525	0	30	54	555	4	4	514	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	525	0	30	54	555	4	4	514	450
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.07	0.93
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	1546	1354
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.36	0.00	0.02	0.04	0.19	0.19	0.00	0.33	0.33
Crit Volume:			11			525			54			482
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1405	90	94	1509	0	0	366	201	81	0	502
Growth Adj:	1.00	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	1405	90	94	1509	0	0	366	201	81	0	502
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1405	0	94	1509	0	0	366	201	81	0	502
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1405	0	94	1509	0	0	366	201	81	0	502
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1405	0	94	1509	0	0	366	201	81	0	502
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.06	0.52	0.00	0.00	0.13	0.14	0.03	0.00	0.35
Crit Volume:		703			94			0				502
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.408
Loss Time (sec): 0 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:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	0	271	0	0	0	0	581	60	273	177	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:	19	0	271	0	0	0	0	581	60	273	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	271	0	0	0	0	581	60	273	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	271	0	0	0	0	581	60	273	177	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:	19	0	271	0	0	0	0	581	60	273	177	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.81	0.19	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2719	281	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.06	0.00
Crit Volume:	19				0				321	273		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	186	469	0	0	939	26	53	0	331	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:	186	469	0	0	939	26	53	0	331	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	469	0	0	939	26	53	0	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	469	0	0	939	26	53	0	331	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:	186	469	0	0	939	26	53	0	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.00	0.31	0.02	0.04	0.00	0.22	0.00	0.00	0.00
Crit Volume:	186				470				331	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	46	787	0	293	1339	30	56	9	486	0	4	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	787	0	293	1339	30	56	9	486	0	4	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	787	0	293	1339	30	56	9	486	0	4	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	787	0	293	1339	30	56	9	486	0	4	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	787	0	293	1339	30	56	9	486	0	4	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.04	1.96	0.00	0.03	0.97
Final Sat.:	1500	3000	0	1500	3000	1500	1500	55	2945	0	51	1449
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.00	0.20	0.45	0.02	0.04	0.17	0.16	0.00	0.08	0.08
Crit Volume:	46			670			248			0		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	144	0	0	0	0	1752	0	59	2909	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	144	0	0	0	0	1752	0	59	2909	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	144	0	0	0	0	1752	0	59	2909	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	144	0	0	0	0	1752	0	59	2909	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	144	0	0	0	0	1752	0	59	2909	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.29	0.00	0.04	0.48	0.00
Crit Volume:			144	0			0				727	
Crit Moves:			****				****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.673
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	239	617	121	327	0	0	0	0	1089	0	449
Growth Adj:	1.00	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	239	617	121	327	0	0	0	0	1089	0	449
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	239	0	121	327	0	0	0	0	1089	0	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	0	121	327	0	0	0	0	1089	0	449
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	239	0	121	327	0	0	0	0	1089	0	449
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2124	0	876
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		120		121					0	769		
Crit Moves:		****		****						****		

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2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	174	0	182	0	0	0	0	282	175	214	450	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:	174	0	182	0	0	0	0	282	175	214	450	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	174	0	0	0	0	0	0	282	175	214	450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	0	0	0	0	0	0	282	175	214	450	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	174	0	0	0	0	0	0	282	175	214	450	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.12	0.07	0.30	0.00
Crit Volume:	174					0			0		450	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	70	46	61	110	84	88	176	560	95	113	927	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:	70	46	61	110	84	88	176	560	95	113	927	313
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	46	61	110	84	88	176	560	95	113	927	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	46	61	110	84	88	176	560	95	113	927	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	70	46	61	110	84	88	176	560	95	113	927	313
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.04	0.08	0.06	0.06	0.12	0.13	0.07	0.08	0.21	0.22
Crit Volume:		46		110			176				309	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	2024	20	206	2543	0	0	0	0	0	0	168
Growth Adj:	1.00	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	2024	20	206	2543	0	0	0	0	0	0	168
User Adj:	1.00	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	2024	20	206	2543	0	0	0	0	0	0	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2024	20	206	2543	0	0	0	0	0	0	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2024	20	206	2543	0	0	0	0	0	0	168
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.01	0.14	0.57	0.00	0.00	0.00	0.00	0.00	0.00	0.11
Crit Volume:		675		206			0					168
Crit Moves:	****			****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.431
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	694	0	0	0	0	0	0	0	689
Growth Adj:	1.00	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	694	0	0	0	0	0	0	0	689
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	694	0	0	0	0	0	0	0	689
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	694	0	0	0	0	0	0	0	689
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	694	0	0	0	0	0	0	0	689
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43
Crit Volume:		0		0			0					689
Crit Moves:				****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	2043	49	10	2542	0	0	0	0	26	0	10
Growth Adj:	1.00	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	2043	49	10	2542	0	0	0	0	26	0	10
User Adj:	1.00	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	2043	49	10	2542	0	0	0	0	26	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2043	49	10	2542	0	0	0	0	26	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2043	49	10	2542	0	0	0	0	26	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.72	0.00	0.28
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1083	0	417
Capacity Analysis Module:												
Vol/Sat:	0.00	0.45	0.03	0.01	0.56	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:	0				847				0	26		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.168
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	135	0	116	0	0	0	0	4	61	52	4	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:	135	0	116	0	0	0	0	4	61	52	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	0	116	0	0	0	0	4	61	52	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	116	0	0	0	0	4	61	52	4	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:	135	0	116	0	0	0	0	4	61	52	4	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.93	0.07	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1393	107	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.00
Crit Volume:	135			0					61		56	
Crit Moves:	****								****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.579
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	65	494	36	91	676	83	59	15	61	10	93	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	494	36	91	676	83	59	15	61	10	93	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	494	36	91	676	83	59	15	61	10	93	363
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	494	36	91	676	83	59	15	61	10	93	363
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	65	494	36	91	676	83	59	15	61	10	93	363
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.80	0.20	1.00	0.10	0.90	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1156	294	1450	141	1309	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.02	0.06	0.23	0.06	0.05	0.05	0.04	0.07	0.07	0.25
Crit Volume:	65			338			74			363		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	428	47	290	850	0	0	0	0	107	0	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	428	47	290	850	0	0	0	0	107	0	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	428	47	290	850	0	0	0	0	107	0	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	428	47	290	850	0	0	0	0	107	0	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	428	47	290	850	0	0	0	0	107	0	275
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.03	0.19	0.57	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Volume:	0				850			0				275
Crit Moves:	****				****							****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 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			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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	72	0	911	474	2107	0	0	2244	95
Growth Adj:	1.00	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	72	0	911	474	2107	0	0	2244	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	0	474	2107	0	0	2244	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	0	474	2107	0	0	2244	95
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:	0	0	0	72	0	0	474	2107	0	0	2244	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.32	0.47	0.00	0.00	0.50	0.06
Crit Volume:				0			72			474		748
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
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	2	0 1	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	55	1416	0		35	1190	106		61	1	52		0	2	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:	55	1416	0		35	1190	106		61	1	52		0	2	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	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:	55	1416	0		35	1190	106		61	1	52		0	2	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	55	1416	0		35	1190	106		61	1	52		0	2	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	55	1416	0		35	1190	106		61	1	52		0	2	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	1.84	0.16		1.00	0.02	0.98		0.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2663	237		1450	27	1423		0	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.49	0.00		0.02	0.45	0.45		0.04	0.04	0.04		0.00	0.00	0.00	
Crit Volume:		708				35				61				2		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				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	1	0	0	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	25	1	30		44	0	0		0	919	16		17	1009	57	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	25	1	30		44	0	0		0	919	16		17	1009	57	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	1	30		44	0	0		0	919	16		17	1009	57	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1	30		44	0	0		0	919	16		17	1009	57	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	25	1	30		44	0	0		0	919	16		17	1009	57	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.96	0.04	1.00		1.00	0.00	0.00		1.00	1.97	0.03		1.00	1.89	0.11	
Final Sat.:	1394	56	1450		1450	0	0		1450	2850	50		1450	2745	155	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.03	0.00	0.00		0.00	0.32	0.32		0.01	0.37	0.37	
Crit Volume:			30		44				0					533		
Crit Moves:			****		****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.211
Loss Time (sec): 0 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:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	54	0	0	0	0	422	2	51	249	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:	6	0	54	0	0	0	0	422	2	51	249	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	54	0	0	0	0	422	2	51	249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	54	0	0	0	0	422	2	51	249	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:	6	0	54	0	0	0	0	422	2	51	249	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.08	0.00
Crit Volume:			54	0				211		51		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	362	921	0	0	1287	116	40	0	91	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:	362	921	0	0	1287	116	40	0	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	362	921	0	0	1287	116	40	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	921	0	0	1287	116	40	0	91	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:	362	921	0	0	1287	116	40	0	91	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.31	0.00	0.00	0.43	0.08	0.03	0.00	0.06	0.00	0.00	0.00
Crit Volume:	362				644				91	0		
Crit Moves:	****				****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 0 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:	0	0	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	228	2375	0	0	2784	205
Growth Adj:	1.00	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	0	0	0	228	2375	0	0	2784	205
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	228	2375	0	0	2784	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	228	2375	0	0	2784	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	228	2375	0	0	2784	205
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.37	0.00	0.00	0.58	0.13
Crit Volume:	0			0			228				928	
Crit Moves:							****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0				0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
User Adj:	1.00	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:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.12	0.04	0.24	0.36	0.21	0.26	0.04	0.02	0.28	0.17
Crit Volume:	30					524	306				401	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0				0			0			0
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100			Critical Vol./Cap. (X):			0.000				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	0			Level Of Service:							

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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.617				
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx				
Optimal Cycle:	60			Level Of Service:							

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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	16	0	441	0	0	0	0	1392	37	907	1394	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:	16	0	441	0	0	0	0	1392	37	907	1394	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	441	0	0	0	0	1392	37	907	1394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	441	0	0	0	0	1392	37	907	1394	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:	16	0	441	0	0	0	0	1392	37	907	1394	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.29	0.00	0.00	0.00	0.00	0.31	0.02	0.30	0.31	0.00
Crit Volume:	8				0			464		454		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.519
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	3	0	12	0	0	0	0	1828	5	22	2298	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:	3	0	12	0	0	0	0	1828	5	22	2298	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	12	0	0	0	0	1828	5	22	2298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	12	0	0	0	0	1828	5	22	2298	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:	3	0	12	0	0	0	0	1828	5	22	2298	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.41	0.00	0.01	0.51	0.00
Crit Volume:			12		0			0			766	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	1	1	0	3	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	1	1	0	3	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	1	1	0	3	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	105	1347	101	165	1315	71	31	6	45	35	7	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1347	101	165	1315	71	31	6	45	35	7	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	1347	101	165	1315	71	31	6	45	35	7	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1347	101	165	1315	71	31	6	45	35	7	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	105	1347	101	165	1315	71	31	6	45	35	7	88
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.07	0.11	0.30	0.05	0.02	0.00	0.03	0.02	0.00	0.06
Crit Volume:		449			165			31				88
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	48	1408	97	92	1261	39	18	2	19	176	5	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1408	97	92	1261	39	18	2	19	176	5	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1408	97	92	1261	39	18	2	19	176	5	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1408	97	92	1261	39	18	2	19	176	5	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	1408	97	92	1261	39	18	2	19	176	5	146
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.07	0.06	0.29	0.03	0.01	0.00	0.01	0.12	0.00	0.10
Crit Volume:		469		92					19	176		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.623
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	576	199	6	884	1	30	14	69	219	33	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	576	199	6	884	1	30	14	69	219	33	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	576	199	6	884	1	30	14	69	219	33	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	576	199	6	884	1	30	14	69	219	33	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	576	199	6	884	1	30	14	69	219	33	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.79	0.12	0.09
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1146	173	131
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.19	0.19	0.19
Crit Volume:		576		6				44			277	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	294	238	0	394	337	204	257	2	333	363	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	294	238	0	394	337	204	257	2	333	363	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	294	238	0	394	337	204	257	2	333	363	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	294	238	0	394	337	204	257	2	333	363	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	294	238	0	394	337	204	257	2	333	363	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2951	49
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.16	0.00	0.26	0.22	0.14	0.17	0.17	0.22	0.12	0.12
Crit Volume:	0			394					259	333		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.526
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	237	59	98	12	54	24	23	444	192	47	434	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:	237	59	98	12	54	24	23	444	192	47	434	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	59	98	12	54	24	23	444	192	47	434	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	59	98	12	54	24	23	444	192	47	434	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	237	59	98	12	54	24	46	444	192	94	434	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	0.13	0.60	0.27	0.05	0.95	1.00	0.10	0.90	1.00
Final Sat.:	1281	319	1600	213	960	427	79	1521	1600	156	1444	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.06	0.06	0.06	0.06	0.29	0.29	0.12	0.30	0.30	0.02
Crit Volume:	237				90			467		47		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec): 120 Critical Vol./Cap. (X): 0.561
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	42	35	114	78	101	52	505	14	52	590	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:	11	42	35	114	78	101	52	505	14	52	590	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	42	35	114	78	101	52	505	14	52	590	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	42	35	114	78	101	52	505	14	52	590	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	42	35	114	78	101	52	505	14	52	590	64
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.55	0.45	1.00	0.44	0.56	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	1600	873	727	1600	697	903	1600	1557	43	1600	1443	157
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.07	0.11	0.11	0.03	0.32	0.32	0.03	0.41	0.41
Crit Volume:		77		114			52					654
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 95 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0	0	0	1 0	1	0	0 1 0
Volume Module:												
Base Vol:	84	25	296	66	104	26	25	453	45	494	422	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:	84	25	296	66	104	26	25	453	45	494	422	9
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	25	0	66	104	26	25	453	45	494	422	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	25	0	66	104	26	25	453	45	494	422	9
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	25	0	66	104	26	25	453	45	494	422	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.34	0.53	0.13	1.00	0.91	0.09	1.00	0.98	0.02
Final Sat.:	1156	344	1500	505	796	199	1500	1364	136	1500	1469	31
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.33	0.33	0.33	0.29	0.29
Crit Volume:	84					196		498		494		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	460	1169	37	61	1179	57	62	192	202	133	120	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	460	1169	37	61	1179	57	62	192	202	133	120	91
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	460	1169	37	61	1179	0	62	192	0	133	120	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	460	1169	37	61	1179	0	62	192	0	133	120	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	460	1169	37	61	1179	0	62	192	0	133	120	91
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.40	0.03	0.04	0.41	0.00	0.04	0.13	0.00	0.09	0.08	0.06
Crit Volume:	230			590			192			133		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	878	9	833	682	106	2	1	41	1071
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	878	9	833	682	106	2	1	41	1071
User Adj:	1.00	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:	1	34	10	878	9	833	682	106	2	1	41	1071
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	878	9	833	682	106	2	1	41	1071
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	878	9	833	682	106	2	1	41	1071
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.72	0.27	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2504	389	7	35	1415	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.57	0.27	0.27	0.27	0.03	0.03	0.37
Crit Volume:	35			0			395			536		
Crit Moves:	****			****			****			****		

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Cumulative No Project PM
Sierra vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#205 Watt Ave/Baseline Rd	D xxxxx	0.800	D xxxxx	0.800	+ 0.000 V/C
#209 West Side/ Baseline	B xxxxx	0.682	B xxxxx	0.682	+ 0.000 V/C
#212 Market Street/ Baseline	A xxxxx	0.546	A xxxxx	0.546	+ 0.000 V/C
#301 Locust/Baseline	A xxxxx	0.460	A xxxxx	0.460	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.509	A xxxxx	0.509	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D xxxxx	0.825	D xxxxx	0.825	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.800
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 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:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
User Adj:	1.00	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:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	60	1019	169	108	1061	524	611	1152	60	46	1204	242
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.12	0.04	0.26	0.38	0.22	0.28	0.04	0.02	0.29	0.18
Crit Volume:		340			54			306			401	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #209 West Side/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.682
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	16	0	441	0	0	0	0	1392	37	907	1394	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:	16	0	441	0	0	0	0	1392	37	907	1394	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	441	0	0	0	0	1392	37	907	1394	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	441	0	0	0	0	1392	37	907	1394	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:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	18	0	441	0	0	0	0	1392	37	998	1394	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2850	4275	1425	2850	4275	1425	2850	4275	1425	2850	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.31	0.00	0.00	0.00	0.00	0.33	0.03	0.35	0.33	0.00
Crit Volume:	9			0			464			499		
Crit Moves:	****						****			****		

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Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Market Street/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.546
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	3	0	12	0	0	0	0	1828	5	22	2298	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:	3	0	12	0	0	0	0	1828	5	22	2298	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	0	12	0	0	0	0	1828	5	22	2298	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	0	12	0	0	0	0	1828	5	22	2298	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:	3	0	12	0	0	0	0	1828	5	22	2298	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1425	1425	1425	1425	1425	1425	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.43	0.00	0.02	0.54	0.00
Crit Volume:			12	0			0			766		
Crit Moves:			****				****			****		

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Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	0.460
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	35	3	200	36	5	3	3	1257	21	19	1006	17
Growth Adj:	1.00	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	3	200	36	5	3	3	1257	21	19	1006	17
User Adj:	1.00	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:	35	3	200	36	5	3	3	1257	21	19	1006	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	3	200	36	5	3	3	1257	21	19	1006	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	3	200	36	5	3	3	1257	21	19	1006	17
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:	0.92	0.08	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1313	113	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.14	0.03	0.03	0.03	0.00	0.29	0.01	0.01	0.24	0.01
Crit Volume:			200		36			419			0	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.509
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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 3	0 1	2	0 3	0 1	0	0 1!	0 0	1	1 0	0 2
Volume Module:												
Base Vol:	19	1765	57	114	1703	11	4	2	7	130	4	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1765	57	114	1703	11	4	2	7	130	4	173
User Adj:	1.00	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:	19	1765	57	114	1703	11	4	2	7	130	4	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1765	57	114	1703	11	4	2	7	130	4	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	1765	57	114	1703	11	4	2	7	130	4	173
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.31	0.15	0.54	1.94	0.06	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	438	219	767	2765	85	2850
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.04	0.04	0.40	0.01	0.01	0.01	0.01	0.05	0.05	0.06
Crit Volume:		588			57				13	67		
Crit Moves:		****			****				****	****		

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Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.825
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	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:		Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	109	1545	213		38	1578	38		63	38	134		190	174	77	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	109	1545	213		38	1578	38		63	38	134		190	174	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:	109	1545	213		38	1578	38		63	38	134		190	174	77	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	109	1545	213		38	1578	38		63	38	134		190	174	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:	109	1545	213		38	1578	38		63	38	134		190	174	77	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.56	0.15		0.03	0.57	0.03		0.05	0.03	0.10		0.14	0.13	0.06	
Crit Volume:	109					789			63					174		
Crit Moves:	****					****			****					****		

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Cumulative No Project PM
Sierra vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	E	xxxxx	0.922	E	xxxxx	0.922	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.095	F	xxxxx	1.095	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F	xxxxx	1.193	F	xxxxx	1.193	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.826	D	xxxxx	0.826	+ 0.000 V/C
#313 Watt Ave/Elkhorn	E	xxxxx	0.992	E	xxxxx	0.992	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.922
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	318	1770	470	373	1335	421	414	978	170	236	749	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	1770	470	373	1335	421	414	978	170	236	749	299
User Adj:	1.00	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:	318	1770	470	373	1335	421	414	978	170	236	749	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	1770	470	373	1335	421	414	978	170	236	749	299
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	318	1770	470	373	1335	421	414	978	170	236	749	299
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.39	0.31	0.12	0.30	0.28	0.14	0.33	0.11	0.08	0.25	0.20
Crit Volume:		590			187			489		118		
Crit Moves:		****			****			****		****		

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Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.095
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	218	1261	384	742	1260	96	404	1156	99	441	1315	485
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	1261	384	742	1260	96	404	1156	99	441	1315	485
User Adj:	1.00	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:	218	1261	384	742	1260	96	404	1156	99	441	1315	485
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1261	384	742	1260	96	404	1156	99	441	1315	485
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	218	1261	384	742	1260	96	404	1156	99	441	1315	485
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.42	0.26	0.25	0.42	0.06	0.13	0.26	0.07	0.15	0.29	0.32
Crit Volume:		631			371			202			438	
Crit Moves:		****			****			****			****	

Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.193
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	285	1417	226	90	1293	279	414	668	190	149	444	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:	285	1417	226	90	1293	279	414	668	190	149	444	100
User Adj:	1.00	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:	285	1417	226	90	1293	279	414	668	190	149	444	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1417	226	90	1293	279	414	668	190	149	444	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	285	1417	226	90	1293	279	414	668	190	149	444	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.19	0.47	0.15	0.06	0.43	0.19	0.28	0.22	0.13	0.10	0.30	0.07
Crit Volume:	285				647		414				444	
Crit Moves:	****				****		****				****	

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.826
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	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:	Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	297	1289	91	236	990	242	481	363	223	240	473	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	1289	91	236	990	242	481	363	223	240	473	111
User Adj:	1.00	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:	297	1289	91	236	990	242	481	363	223	240	473	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	1289	91	236	990	242	481	363	223	240	473	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	297	1289	91	236	990	242	481	363	223	240	473	111
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.24	0.76	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1858	1142	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.06	0.08	0.33	0.16	0.16	0.20	0.20	0.08	0.16	0.07
Crit Volume:		645			118			240			237	
Crit Moves:		****			****			****			****	

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.992
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	296	1842	224	351	1229	344	463	888	265	316	933	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1842	224	351	1229	344	463	888	265	316	933	311
User Adj:	1.00	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:	296	1842	224	351	1229	344	463	888	265	316	933	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	1842	224	351	1229	344	463	888	265	316	933	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	296	1842	224	351	1229	344	463	888	265	316	933	311
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.15	0.12	0.27	0.23	0.15	0.30	0.18	0.11	0.31	0.21
Crit Volume:		614			176			231			467	
Crit Moves:		****			****			****			****	

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.864
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	167	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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	175	932	36	442	870	58	112	1159	146	222	1334	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	932	36	442	870	58	112	1159	146	222	1334	319
User Adj:	1.00	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:	175	932	36	442	870	58	112	1159	146	222	1334	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	932	36	442	870	58	112	1159	146	222	1334	319
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	175	932	36	442	870	58	112	1159	146	222	1334	319
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.02	0.15	0.29	0.04	0.07	0.26	0.10	0.15	0.30	0.21
Crit Volume:		466			221			386			222	
Crit Moves:		****			****			****			****	

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Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#303 Pleasent Grove N/Riego	B xxxxx	0.608	B xxxxx	0.608	+ 0.000 V/C
#304 Pleasent Grove S/Riego	C xxxxx	0.705	C xxxxx	0.705	+ 0.000 V/C
#316 SR 99 NB Off Ramp / Riego Rd	A xxxxx	0.472	A xxxxx	0.472	+ 0.000 V/C
#317 SR 99 SB Off Ramp/Riego Rd	A xxxxx	0.191	A xxxxx	0.191	+ 0.000 V/C

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0	183	0	63	4	1366	0	0	1323	164				
Growth Adj:	1.00	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	183	0	63	4	1366	0	0	1323	164				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	183	0	63	4	1366	0	0	1323	164				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	183	0	63	4	1366	0	0	1323	164				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	183	0	63	4	1366	0	0	1323	164				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.04	0.00	0.48	0.00	0.00	0.46	0.12				
Crit Volume:	0			183				683			0					
Crit Moves:				****				****			****					

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.705
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	340	0	118		0	0	0		0	1062	484		186	1145	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:	340	0	118		0	0	0		0	1062	484		186	1145	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	340	0	118		0	0	0		0	1062	484		186	1145	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	340	0	118		0	0	0		0	1062	484		186	1145	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:	340	0	118		0	0	0		0	1062	484		186	1145	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.08		0.00	0.00	0.00		0.00	0.35	0.32		0.12	0.38	0.00	
Crit Volume:	340				0					531			186			
Crit Moves:	****									****			****			

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Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				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	0 2	0	0	0	0 0	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	118	0	1071		0	0	0		0	372	6		0	1179	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	118	0	1071		0	0	0		0	372	6		0	1179	6	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	118	0	0		0	0	0		0	372	0		0	1179	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	118	0	0		0	0	0		0	372	0		0	1179	6	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	118	0	0		0	0	0		0	372	0		0	1179	6	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1500	0	3000		0	0	0		0	3000	1500		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.00		0.00	0.00	0.00		0.00	0.12	0.00		0.00	0.39	0.00	
Crit Volume:	118				0					0				590		
Crit Moves:	****									****				****		

Cumulative no Project PM Fri Oct 16, 2009 09:59:51 Page 6-1

Cumulative No Project PM
Sierra vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.191
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	1	0	0	0	2	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	87	0	31	0	272	185	0	313	984
Growth Adj:	1.00	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	87	0	31	0	272	185	0	313	984
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:	0	0	0	87	0	31	0	272	185	0	313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	87	0	31	0	272	185	0	313	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	87	0	31	0	272	185	0	313	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.00	0.10	0.13	0.00	0.11	0.00
Crit Volume:		0			87				185		0	
Crit Moves:				****					****	****		

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2025 CUMULATIVE PLUS PROJECT CONDITIONS
WITH PARTIAL PLACER PARKWAY
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000
# 5 Blue Oaks & Crocker Ranch	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 7 Blue Oaks & Fiddyment	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000
# 13 Cirby & Sunrise	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
# 14 Cirby Wy & Foothills Bl	E	xxxxx	0.991	E	xxxxx	0.991	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.774	C	xxxxx	0.774	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.931	E	xxxxx	0.931	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.042	F	xxxxx	1.042	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000
# 23 Cirby Wy & Vernon St	E	xxxxx	0.982	E	xxxxx	0.982	+ 0.000

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City of Roseville
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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000
# 25 Douglas & Rocky Ridge	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000
# 28 Douglas & Sunrise	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.288	A	xxxxx	0.288	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.350	A	xxxxx	0.350	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 38 Eureka & N. Sunrise	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000
# 39 Eureka & Rocky Ridge	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.396	A	xxxxx	0.396	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.277	A	xxxxx	0.277	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.398	A	xxxxx	0.398	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx		0.540	A	xxxxx		0.540	+ 0.000
# 50 Foothills & Baseline/Main	E	xxxxx		0.940	E	xxxxx		0.940	+ 0.000
# 51 Foothills & Misty Wood/Nec	A	xxxxx		0.542	A	xxxxx		0.542	+ 0.000
# 52 Foothills Bl & Albertsons Dr	A	xxxxx		0.524	A	xxxxx		0.524	+ 0.000
# 53 Foothills Bl & Atkinson Rd	A	xxxxx		0.535	A	xxxxx		0.535	+ 0.000
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx		0.750	C	xxxxx		0.750	+ 0.000
# 55 Foothills Bl & HP South	B	xxxxx		0.680	B	xxxxx		0.680	+ 0.000
# 56 Foothills Bl & Junction Bl	C	xxxxx		0.713	C	xxxxx		0.713	+ 0.000
# 57 Foothills Bl & Mcanally Dr	A	xxxxx		0.524	A	xxxxx		0.524	+ 0.000
# 58 Foothills Bl & Pleasant Grove	D	xxxxx		0.819	D	xxxxx		0.819	+ 0.000
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx		0.513	A	xxxxx		0.513	+ 0.000
# 60 Foothills Bl & Vineyard Rd	B	xxxxx		0.655	B	xxxxx		0.655	+ 0.000
# 61 Galleria & Antelope Creek	A	xxxxx		0.453	A	xxxxx		0.453	+ 0.000
# 62 Galleria & Berry	B	xxxxx		0.649	B	xxxxx		0.649	+ 0.000
# 63 Galleria & Roseville Pkwy	C	xxxxx		0.792	C	xxxxx		0.792	+ 0.000
# 64 Harding & Wills	B	xxxxx		0.670	B	xxxxx		0.670	+ 0.000
# 65 Harding Bl & Estates Dr	A	xxxxx		0.412	A	xxxxx		0.412	+ 0.000
# 66 Harding Bl & Lead Hill Bl	B	xxxxx		0.655	B	xxxxx		0.655	+ 0.000
# 67 Harding Bl & Roseville Square	A	xxxxx		0.327	A	xxxxx		0.327	+ 0.000
# 68 Junction & Stonecrest/Magenta	A	xxxxx		0.547	A	xxxxx		0.547	+ 0.000
# 69 Junction Bl & Americana Dr	A	xxxxx		0.417	A	xxxxx		0.417	+ 0.000
# 70 Junction Bl & Baseline Rd	B	xxxxx		0.626	B	xxxxx		0.626	+ 0.000
# 71 Junction Bl & Country Club Dr	A	xxxxx		0.598	A	xxxxx		0.598	+ 0.000
# 72 Junction Bl & Park Regency Dr	A	xxxxx		0.589	A	xxxxx		0.589	+ 0.000

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
# 73 Junction Bl & Porter Dr	A	xxxxx		0.471	A	xxxxx		0.471	+ 0.000
# 74 Junction Bl & Revere Dr	A	xxxxx		0.377	A	xxxxx		0.377	+ 0.000
# 75 Junction Bl & Washington Bl	A	xxxxx		0.462	A	xxxxx		0.462	+ 0.000
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx		0.524	A	xxxxx		0.524	+ 0.000
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx		0.533	A	xxxxx		0.533	+ 0.000
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx		0.462	A	xxxxx		0.462	+ 0.000
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx		0.270	A	xxxxx		0.270	+ 0.000
# 80 N Sunrise Av & Automall Dr	A	xxxxx		0.365	A	xxxxx		0.365	+ 0.000
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx		0.445	A	xxxxx		0.445	+ 0.000
# 82 N. Sunrise & Sierra Gardens	A	xxxxx		0.469	A	xxxxx		0.469	+ 0.000
# 83 Olympus Dr & Europa St	A	xxxxx		0.134	A	xxxxx		0.134	+ 0.000
# 84 PFE & Hilltop	A	xxxxx		0.289	A	xxxxx		0.289	+ 0.000
# 85 Pleasant Grove & Fairway	A	xxxxx		0.549	A	xxxxx		0.549	+ 0.000
# 86 Pleasant Grove & Fiddyment	C	xxxxx		0.754	C	xxxxx		0.754	+ 0.000
# 87 Pleasant Grove & Gold Coast/Ha	B	xxxxx		0.673	B	xxxxx		0.673	+ 0.000
# 88 Pleasant Grove & Highland Park	A	xxxxx		0.318	A	xxxxx		0.318	+ 0.000
# 89 Pleasant Grove & Market	A	xxxxx		0.479	A	xxxxx		0.479	+ 0.000
# 90 Pleasant Grove & Michener	A	xxxxx		0.579	A	xxxxx		0.579	+ 0.000
# 91 Pleasant Grove & Monument	A	xxxxx		0.420	A	xxxxx		0.420	+ 0.000
# 92 Pleasant Grove & Rose Creek	A	xxxxx		0.544	A	xxxxx		0.544	+ 0.000
# 93 Pleasant Grove & Roseville Pkw	E	xxxxx		0.979	E	xxxxx		0.979	+ 0.000
# 94 Pleasant Grove & Sun City	A	xxxxx		0.564	A	xxxxx		0.564	+ 0.000
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx		0.524	A	xxxxx		0.524	+ 0.000
# 96 Pleasant Grove & Washington	D	xxxxx		0.853	D	xxxxx		0.853	+ 0.000
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx		0.624	B	xxxxx		0.624	+ 0.000

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	B	xxxxx		0.625	B	xxxxx		0.625	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx		0.539	A	xxxxx		0.539	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx		0.514	A	xxxxx		0.514	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	A	xxxxx		0.586	A	xxxxx		0.586	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx		0.092	A	xxxxx		0.092	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx		0.588	A	xxxxx		0.588	+ 0.000 V/C
#104 Roseville Parkway & Creekside	A	xxxxx		0.534	A	xxxxx		0.534	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx		0.887	D	xxxxx		0.887	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx		0.749	C	xxxxx		0.749	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx		0.553	A	xxxxx		0.553	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx		0.553	A	xxxxx		0.553	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx		0.854	D	xxxxx		0.854	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx		0.461	A	xxxxx		0.461	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx		0.539	A	xxxxx		0.539	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	A	xxxxx		0.599	A	xxxxx		0.599	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx		0.609	B	xxxxx		0.609	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx		0.418	A	xxxxx		0.418	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx		0.565	A	xxxxx		0.565	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx		0.473	A	xxxxx		0.473	+ 0.000 V/C
#117 Roseville Pw & Sierra College	A	xxxxx		0.522	A	xxxxx		0.522	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx		0.522	A	xxxxx		0.522	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx		0.458	A	xxxxx		0.458	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	A	xxxxx		0.591	A	xxxxx		0.591	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx		0.511	A	xxxxx		0.511	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx		0.750	C	xxxxx		0.750	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx		0.286	A	xxxxx		0.286	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx		0.514	A	xxxxx		0.514	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx		0.499	A	xxxxx		0.499	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx		0.626	B	xxxxx		0.626	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx		0.449	A	xxxxx		0.449	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	A	xxxxx		0.563	A	xxxxx		0.563	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	B	xxxxx		0.631	B	xxxxx		0.631	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx		0.491	A	xxxxx		0.491	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx		0.388	A	xxxxx		0.388	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx		0.318	A	xxxxx		0.318	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx		0.737	C	xxxxx		0.737	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx		0.592	A	xxxxx		0.592	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx		0.638	B	xxxxx		0.638	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx		0.654	B	xxxxx		0.654	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx		0.393	A	xxxxx		0.393	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx		0.613	B	xxxxx		0.613	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx		0.498	A	xxxxx		0.498	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx		0.445	A	xxxxx		0.445	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx		0.848	D	xxxxx		0.848	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx		0.411	A	xxxxx		0.411	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx		0.540	A	xxxxx		0.540	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	C	xxxxx		0.737	C	xxxxx		0.737	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx		0.570	A	xxxxx		0.570	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx		0.489	A	xxxxx		0.489	+ 0.000 V/C

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx		0.442	A	xxxxx		0.442	+ 0.000
#148 I-80 WB Off & Douglas Blvd	C	xxxxx		0.709	C	xxxxx		0.709	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx		0.446	A	xxxxx		0.446	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx		0.518	A	xxxxx		0.518	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx		0.398	A	xxxxx		0.398	+ 0.000
#152 I-80 WB Off & Riverside Ave	C	xxxxx		0.710	C	xxxxx		0.710	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx		0.523	A	xxxxx		0.523	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx		0.419	A	xxxxx		0.419	+ 0.000
#155 Taylor & Eureka I-80 EB Off	D	xxxxx		0.843	D	xxxxx		0.843	+ 0.000
#156 Fairway & Highland Park	A	xxxxx		0.477	A	xxxxx		0.477	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx		0.764	C	xxxxx		0.764	+ 0.000
#158 Roseville Rkwy & Old Auburn	A	xxxxx		0.231	A	xxxxx		0.231	+ 0.000
#159 Washington Blvd & Industrial	A	xxxxx		0.599	A	xxxxx		0.599	+ 0.000
#160 Foothills Blvd & HP Far South/	B	xxxxx		0.696	B	xxxxx		0.696	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx		0.600	B	xxxxx		0.600	+ 0.000
#162 Gibson Rd & New Convention Cen	A	xxxxx		0.477	A	xxxxx		0.477	+ 0.000
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx		0.353	A	xxxxx		0.353	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx		0.517	A	xxxxx		0.517	+ 0.000
#165 Fiddyment Rd & Westhills Dr	B	xxxxx		0.687	B	xxxxx		0.687	+ 0.000
#166 Pleasant Grove Blvd & West Sid	B	xxxxx		0.693	B	xxxxx		0.693	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx		0.483	A	xxxxx		0.483	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx		0.228	A	xxxxx		0.228	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx		0.514	A	xxxxx		0.514	+ 0.000
#170 Industrial Ave & Alantown Dr	C	xxxxx		0.788	C	xxxxx		0.788	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West	F	xxxxx		1.010	F	xxxxx		1.010	+ 0.000
#172 Washington Blvd & All America	A	xxxxx		0.477	A	xxxxx		0.477	+ 0.000
#173 Cirby & Cottonwood	A	xxxxx		0.524	A	xxxxx		0.524	+ 0.000
#174 Secret Ravine & Alexandra	A	xxxxx		0.140	A	xxxxx		0.140	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch	A	xxxxx		0.576	A	xxxxx		0.576	+ 0.000
#176 Douglas Bl & I-80 EB On	A	xxxxx		0.480	A	xxxxx		0.480	+ 0.000
#177 Watt Ave & Pleasant Grove	A	xxxxx		0.557	A	xxxxx		0.557	+ 0.000
#178 Watt Ave & Road A	A	xxxxx		0.494	A	xxxxx		0.494	+ 0.000
#179 Watt Ave & Road B	A	xxxxx		0.430	A	xxxxx		0.430	+ 0.000
#180 Watt Ave & Baseline Rd	B	xxxxx		0.699	B	xxxxx		0.699	+ 0.000
#181 West Side Dr & Road A	A	xxxxx		0.448	A	xxxxx		0.448	+ 0.000
#182 West Side Dr & Road B	A	xxxxx		0.448	A	xxxxx		0.448	+ 0.000
#183 West Side Dr & Baseline Rd	C	xxxxx		0.783	C	xxxxx		0.783	+ 0.000
#184 Market St & Road B	A	xxxxx		0.275	A	xxxxx		0.275	+ 0.000
#185 Market St & Baseline Rd	A	xxxxx		0.598	A	xxxxx		0.598	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx		0.511	A	xxxxx		0.511	+ 0.000
#187 Upland Dr & Road B	A	xxxxx		0.284	A	xxxxx		0.284	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx		0.483	A	xxxxx		0.483	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx		0.498	A	xxxxx		0.498	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx		0.449	A	xxxxx		0.449	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx		0.175	A	xxxxx		0.175	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx		0.263	A	xxxxx		0.263	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx		0.407	A	xxxxx		0.407	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx		0.501	A	xxxxx		0.501	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx		0.067	A	xxxxx		0.067	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.343	A	xxxxx	0.343	+ 0.000 V/C
#197 Baseline Rd & SV CC2	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#199 Baseline Rd & SV CC4	A	xxxxx	0.429	A	xxxxx	0.429	+ 0.000 V/C
#200 Watt Ave & Road C	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
#201 West Side Dr & Road C	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	A	xxxxx	0.220	A	xxxxx	0.220	+ 0.000 V/C
#203 West Side Dr & Parkway One	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.463	A	xxxxx	0.463	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec):	120	Critical Vol./Cap. (X):	0.425	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	40	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	11	3	30	68	1	13	18	888	7	9	993	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	3	30	68	1	13	18	888	7	9	993	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:	11	3	30	68	1	13	18	888	7	9	993	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3	30	68	1	13	18	888	7	9	993	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	3	30	68	1	13	18	888	7	9	993	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	132	1318	1429	21	1450	1450	2877	23	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.31	0.31	0.01	0.34	0.02
Crit Volume:		33			69			18			497	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.716
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	102	0	381	0	0	0	0	847	139	548	943	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:	102	0	381	0	0	0	0	847	139	548	943	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	0	381	0	0	0	0	847	139	548	943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	381	0	0	0	0	847	139	548	943	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	0	381	0	0	0	0	847	139	548	943	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.25	0.00	0.00	0.00	0.00	0.28	0.09	0.37	0.31	0.00
Crit Volume:	102			0			424			548		
Crit Moves:	****						****			****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.507
Loss Time (sec):	9	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			Ovl			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:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	298	0	52	91	773	0	0	743	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	0	0	298	0	52	91	773	0	0	743	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	52	91	773	0	0	743	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	52	91	773	0	0	743	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	298	0	52	91	773	0	0	743	273
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.03	0.06	0.26	0.00	0.00	0.25	0.18
Crit Volume:	0			298			91			372		
Crit Moves:				****			****			****		

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Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.839	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	141	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:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	192	1146	284	480	764	547	450	1404	94	252	870	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	1146	284	480	764	547	450	1404	94	252	870	343
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1146	284	480	764	0	450	1404	94	252	870	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1146	284	480	764	0	450	1404	94	252	870	343
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:	192	1146	284	480	764	0	450	1404	94	252	870	343
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.20	0.17	0.18	0.00	0.16	0.32	0.06	0.09	0.20	0.24
Crit Volume:		382		240				468		126		
Crit Moves:		****		****				****		****		

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Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.587	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	55	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 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	182	0	42	49	2097	0	0	829	231
Growth Adj:	1.00	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	182	0	42	49	2097	0	0	829	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	182	0	42	49	2097	0	0	829	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	182	0	42	49	2097	0	0	829	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	182	0	42	49	2097	0	0	829	231
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.03	0.03	0.47	0.00	0.00	0.18	0.15
Crit Volume:		0		182				699		0		
Crit Moves:				****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120			Critical Vol./Cap. (X):			0.526						
Loss Time (sec):	9			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:	Permitted			Permitted			Protected			Protected			
Rights:	Ovl			Ignore			Ovl			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	0 1	0	0 0	0 0	0	0 3	0 1	1	0 3	0 0	
Volume Module:													
Base Vol:	20	0	109	0	0	0	0	2040	20	43	834	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:	20	0	109	0	0	0	0	2040	20	43	834	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	20	0	109	0	0	0	0	2040	20	43	834	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	20	0	109	0	0	0	0	2040	20	43	834	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	20	0	109	0	0	0	0	2040	20	43	834	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00	
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.00	0.07	0.00	0.00	0.00	0.00	0.45	0.01	0.03	0.19	0.00	
Crit Volume:			109	0				680		0			
Crit Moves:			****					****		****			

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120			Critical Vol./Cap. (X):			0.891						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	180			Level Of Service:			D						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Protected			Protected			
Rights:	Ignore			Ovl			Ignore			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	
Volume Module:													
Base Vol:	40	1030	553	398	720	69	85	1044	121	460	364	88	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	40	1030	553	398	720	69	85	1044	121	460	364	88	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
PHF Volume:	40	1030	0	398	720	69	85	1044	0	460	364	88	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	40	1030	0	398	720	69	85	1044	0	460	364	88	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	
FinalVolume:	40	1030	0	398	720	69	85	1044	0	460	364	88	
Saturation Flow Module:													
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450	
Capacity Analysis Module:													
Vol/Sat:	0.01	0.36	0.00	0.14	0.25	0.05	0.03	0.24	0.00	0.16	0.08	0.06	
Crit Volume:		515		199				348		230			
Crit Moves:		****		****				****		****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec):	100	Critical Vol./Cap. (X):	0.642
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	266	0	33	22	2754	0	9	1514	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	266	0	33	22	2754	0	9	1514	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	266	0	33	22	2754	0	9	1514	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	266	0	33	22	2754	0	9	1514	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	266	0	33	22	2754	0	9	1514	55
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.01	0.46	0.00	0.01	0.25	0.04
Crit Volume:		0		266				689		9		
Crit Moves:				****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec):	100	Critical Vol./Cap. (X):	0.515
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	137	0	2	0	1907	0	0	839	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	137	0	2	0	1907	0	0	839	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	137	0	2	0	1907	0	0	839	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	137	0	2	0	1907	0	0	839	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	137	0	2	0	1907	0	0	839	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.42	0.00	0.00	0.19	0.04
Crit Volume:		0		137				636		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.692
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	53	40	85	257	57	43	154	2041	76	91	953	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	40	85	257	57	43	154	2041	76	91	953	191
User Adj:	1.00	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:	53	40	85	257	57	43	154	2041	76	91	953	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	40	85	257	57	43	154	2041	76	91	953	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	53	40	85	257	57	43	154	2041	76	91	953	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.44	0.32	0.24	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2088	463	349	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.06	0.12	0.12	0.12	0.11	0.47	0.05	0.06	0.22	0.13
Crit Volume:	53			179			680		91			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.884
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	408	526	136	243	449	58	321	1903	868	330	1210	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	408	526	136	243	449	58	321	1903	868	330	1210	304
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	408	526	0	243	449	58	321	1903	868	330	1210	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	526	0	243	449	58	321	1903	868	330	1210	304
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	408	526	0	243	449	58	321	1903	868	330	1210	304
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.00	0.08	0.10	0.04	0.11	0.33	0.60	0.11	0.21	0.21
Crit Volume:		263			122				868	165		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.723
Loss Time (sec):	12	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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	222	382	372	371	351	117	60	1964	298	242	926	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	382	372	371	351	117	60	1964	298	242	926	173
User Adj:	1.00	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:	222	382	372	371	351	117	60	1964	298	242	926	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	382	372	371	351	117	60	1964	298	242	926	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	222	382	372	371	351	117	60	1964	298	242	926	173
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.26	0.13	0.12	0.08	0.02	0.34	0.21	0.08	0.16	0.12
Crit Volume:			372	185				491		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.900
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	845	1288	152	104	621	75	182	1094	649	123	559	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	1288	152	104	621	75	182	1094	649	123	559	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	845	1288	152	104	621	75	182	1094	649	123	559	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	1288	152	104	621	75	182	1094	649	123	559	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	845	1288	152	104	621	75	182	1094	649	123	559	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.44	0.10	0.04	0.14	0.05	0.06	0.38	0.45	0.04	0.19	0.04
Crit Volume:		644		52				547		62		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			0.991						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	180			Level Of Service:			E						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Ignore			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:	0	0 2	0 1	2	0 1	0 0	0	0 0	0 0	2	0 0	0 2	
Volume Module:													
Base Vol:	0	496	551	1949	598	0	0	0	0	528	0	1811	
Growth Adj:	1.00	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	496	551	1949	598	0	0	0	0	528	0	1811	
User Adj:	1.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	496	0	1949	0	0	0	0	0	528	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	496	0	1949	0	0	0	0	0	528	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	0	496	0	1949	0	0	0	0	0	528	0	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.17	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.18	0.00	0.00	
Crit Volume:		248		974				0		264			
Crit Moves:		****		****						****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120			Critical Vol./Cap. (X):			0.569						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	43			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Ignore			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 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0	
Volume Module:													
Base Vol:	0	0	227	0	0	0	0	2045	20	330	1957	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	227	0	0	0	0	2045	20	330	1957	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	2045	20	330	1957	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	2045	20	330	1957	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	0	2045	20	330	1957	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00	
Final Sat.:	0	0	1500	0	0	0	0	4456	44	3000	4500	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.11	0.43	0.00	
Crit Volume:	0			0				688		165			
Crit Moves:								****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 101 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	16	1	21	5	2085	2	6	2124	10
Growth Adj:	1.00	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	0	21	16	1	21	5	2085	2	6	2124	10
User Adj:	1.00	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:	9	0	21	16	1	21	5	2085	2	6	2124	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	16	1	21	5	2085	2	6	2124	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	16	1	21	5	2085	2	6	2124	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1365	85	1450	1450	2897	3	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.01	0.00	0.72	0.72	0.00	0.74	0.74
Crit Volume:			30			21	5					1067
Crit Moves:			****			****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	1! 0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	42	43	87	25	5	54	164	1164	4	19	661	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	43	87	25	5	54	164	1164	4	19	661	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	43	87	25	5	54	164	1164	4	19	661	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	43	87	25	5	54	164	1164	4	19	661	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	43	87	25	5	54	164	1164	4	19	661	236
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.25	0.51	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.47	0.53
Final Sat.:	366	375	759	1250	250	1500	1500	2990	10	1500	2211	789
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.11	0.02	0.02	0.04	0.11	0.39	0.39	0.01	0.30	0.30
Crit Volume:			172	25			164				449	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	20	13	444	4	1	20	7	1275	40	21	1790	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	13	444	4	1	20	7	1275	40	21	1790	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	13	444	4	1	20	7	1275	40	21	1790	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	13	444	4	1	20	7	1275	40	21	1790	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	13	444	4	1	20	7	1275	40	21	1790	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	0.80	0.20	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	879	571	1450	1160	290	1450	1450	2900	1450	2900	2897	3
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.31	0.00	0.00	0.01	0.00	0.44	0.03	0.01	0.62	0.62
Crit Volume:			444			20	0				896	
Crit Moves:			****			****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	112	2	38	70	1	89	32	1142	0	50	618	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	38	70	1	89	32	1142	0	50	618	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	38	70	1	89	32	1142	0	50	618	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	38	70	1	89	32	1142	0	50	618	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	38	70	1	89	32	1142	0	50	618	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.01	0.25	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1068	19	363	1430	20	1450	1450	2900	0	1450	2779	121
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.06	0.02	0.39	0.00	0.03	0.22	0.22
Crit Volume:			152			71		571		50		
Crit Moves:			****			****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.042
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1306	784	200	192	306	105	366	1441	1285	385	1146	342
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1306	784	200	192	306	105	366	1441	1285	385	1146	342
User Adj:	1.00	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:	1306	784	200	192	306	105	366	1441	1285	385	1146	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1306	784	200	192	306	105	366	1441	1285	385	1146	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1306	784	200	192	306	105	366	1441	1285	385	1146	342
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.45	0.27	0.14	0.07	0.07	0.07	0.13	0.33	0.44	0.13	0.40	0.24
Crit Volume:	653			102			183			573		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.426
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	154	0	221	615	498	0	0	381	669
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	154	0	221	615	498	0	0	381	669
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	154	0	0	615	498	0	0	381	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	154	0	0	615	498	0	0	381	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	154	0	0	615	498	0	0	381	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.66	1.34	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2487	2013	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.25	0.25	0.00	0.00	0.13	0.00
Crit Volume:		0			77			371			191	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	139	0	197		0	0	0		0	1703	25		20	1466	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	139	0	197		0	0	0		0	1703	25		20	1466	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	139	0	197		0	0	0		0	1703	25		20	1466	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	139	0	197		0	0	0		0	1703	25		20	1466	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:	139	0	197		0	0	0		0	1703	25		20	1466	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.96	0.04		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4435	65		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.13		0.00	0.00	0.00		0.00	0.38	0.38		0.01	0.49	0.00	
Crit Volume:			197			0				0				733		
Crit Moves:			****							****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.982
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	57	182	76		77	34	308		442	1960	112		89	1965	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	57	182	76		77	34	308		442	1960	112		89	1965	79	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	182	76		77	34	308		442	1960	112		89	1965	79	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	182	76		77	34	308		442	1960	112		89	1965	79	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	57	182	76		77	34	308		442	1960	112		89	1965	79	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.89	0.11		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2743	157		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.13	0.05		0.03	0.02	0.21		0.15	0.71	0.71		0.03	0.68	0.05	
Crit Volume:		182				39				221				982		
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	309	702	17	403	373	130	148	1036	230	51	979	709
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	702	17	403	373	130	148	1036	230	51	979	709
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:	309	702	17	403	373	130	148	1036	230	51	979	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	702	17	403	373	130	148	1036	230	51	979	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	309	702	17	403	373	130	148	1036	230	51	979	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.22	0.78	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4247	103	4350	3226	1124	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.17	0.09	0.12	0.12	0.05	0.24	0.16	0.02	0.23	0.00
Crit Volume:			240	134			74				326	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.604
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	185	872	230	142	240	75	322	1272	21	90	1061	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	872	230	142	240	75	322	1272	21	90	1061	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	185	872	230	142	240	75	322	1272	0	90	1061	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	872	230	142	240	75	322	1272	0	90	1061	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	185	872	230	142	240	75	322	1272	0	90	1061	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.16	0.05	0.06	0.05	0.11	0.29	0.00	0.03	0.24	0.00
Crit Volume:		291		71			161				354	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ovl			Ovl			Include				Ignore			
Min. Green:	0	0	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	4.0	4.0
Lanes:	1	0 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0	3	0 1	
Volume Module:														
Base Vol:	172	57	52	33	44	6	104	1603	109	33	1205		107	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	172	57	52	33	44	6	104	1603	109	33	1205		107	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		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:	172	57	52	33	44	6	104	1603	109	33	1205		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	172	57	52	33	44	6	104	1603	109	33	1205		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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00	
FinalVolume:	172	57	52	33	44	6	104	1603	109	33	1205		0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.81	0.19	1.00	3.00		1.00	
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4073	277	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.04	0.04	0.02	0.03	0.00	0.07	0.39	0.39	0.02	0.28		0.00	
Crit Volume:	172			44			571			33				
Crit Moves:	****			****			****			****				

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.518
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ovl				Ovl			
Min. Green:	0	0	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	4.0	4.0
Lanes:	1	0 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0	3	0 1	
Volume Module:														
Base Vol:	16	66	38	58	21	41	81	1624	51	44	1179		83	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	16	66	38	58	21	41	81	1624	51	44	1179		83	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	16	66	38	58	21	41	81	1624	51	44	1179		83	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	16	66	38	58	21	41	81	1624	51	44	1179		83	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
FinalVolume:	16	66	38	58	21	41	81	1624	51	44	1179		83	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	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	0.63	0.37	1.00	0.34	0.66	1.00	3.00	1.00	1.00	3.00		1.00	
Final Sat.:	1450	920	530	1450	491	959	1450	4350	1450	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.07	0.07	0.04	0.04	0.04	0.06	0.37	0.04	0.03	0.27		0.06	
Crit Volume:	104			62			541			44				
Crit Moves:	****			****			****			****				

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.683				
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	72	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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	308	536	115	79	220	180	407	1828	226	146	1169	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	536	115	79	220	180	407	1828	226	146	1169	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	536	115	79	220	180	407	1828	226	146	1169	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	536	115	79	220	180	407	1828	226	146	1169	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	536	115	79	220	180	407	1828	226	146	1169	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.76	0.24
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5459	341
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.08	0.03	0.05	0.12	0.14	0.42	0.16	0.05	0.21	0.21
Crit Volume:		268			40			609			73	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.434				
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	40	Level Of Service:	A				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	1	25	1	1	7	29	1620	71	22	1309	7
Growth Adj:	1.00	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	1	25	1	1	7	29	1620	71	22	1309	7
User Adj:	1.00	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:	35	1	25	1	1	7	29	1620	71	22	1309	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1	25	1	1	7	29	1620	71	22	1309	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1	25	1	1	7	29	1620	71	22	1309	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.12	0.88	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	56	1394	1450	181	1269	1450	4167	183	1450	4327	23
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.01	0.02	0.39	0.39	0.02	0.30	0.30
Crit Volume:	35				8			564			22	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.765		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	97	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	327	830	47	944	518	75	101	1139	81	56	1401	605
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	830	47	944	518	75	101	1139	81	56	1401	605
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:	327	830	47	944	518	75	101	1139	81	56	1401	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	830	47	944	518	75	101	1139	81	56	1401	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	327	830	47	944	518	75	101	1139	81	56	1401	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.03	0.22	0.12	0.05	0.03	0.26	0.06	0.02	0.32	0.00
Crit Volume:		277		315			50				467	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.481		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	44	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	5	3	11	245	6	36	35	1039	8	30	743	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	245	6	36	35	1039	8	30	743	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	3	11	245	6	36	35	1039	8	30	743	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	245	6	36	35	1039	8	30	743	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	3	11	245	6	36	35	1039	8	30	743	221
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.95	0.05	1.00	1.00	1.98	0.02	1.00	1.54	0.46
Final Sat.:	382	229	839	2831	69	1450	1450	2878	22	1450	2235	665
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.02	0.02	0.36	0.36	0.02	0.33	0.33
Crit Volume:				19	126			524		30		
Crit Moves:				****	****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore				Ovl				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	1	0 1	1	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	15	6	30		260	7	188		138	1180	22		47	859	741	
Growth Adj:	1.00	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	6	30		260	7	188		138	1180	22		47	859	741	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	15	6	0		260	7	188		138	1180	22		47	859	741	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	6	0		260	7	188		138	1180	22		47	859	741	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	15	6	0		260	7	188		138	1180	22		47	859	741	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.95	0.05	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2824	76	1450		1450	2847	53		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.00		0.09	0.09	0.13		0.10	0.41	0.41		0.03	0.30	0.51	
Crit Volume:	15					0			138						741	
Crit Moves:	****					****			****						****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.288
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Permitted				Permitted			
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:	0	0	0	0 1	1	0	1!	0 0	0	0	1	1 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	4		399	6	1		0	435	5		0	225	283	
Growth Adj:	1.00	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	4		399	6	1		0	435	5		0	225	283	
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:	0	0	4		399	6	1		0	435	5		0	225	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	4		399	6	1		0	435	5		0	225	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	4		399	6	1		0	435	5		0	225	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		1.96	0.03	0.01		0.00	1.98	0.02		0.00	1.00	1.00	
Final Sat.:	0	0	1500		2948	44	7		0	2966	34		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.14	0.14	0.14		0.00	0.15	0.15		0.00	0.15	0.00	
Crit Volume:			4		203				0					225		
Crit Moves:			****		****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.479
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	43	0	244	0	0	0	0	899	49	87	568	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:	43	0	244	0	0	0	0	899	49	87	568	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	244	0	0	0	0	899	49	87	568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	244	0	0	0	0	899	49	87	568	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:	43	0	244	0	0	0	0	899	49	87	568	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2845	155	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.16	0.00	0.00	0.00	0.00	0.32	0.32	0.06	0.19	0.00
Crit Volume:			244	0					474	0		
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.350
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1	0	0	1	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	9	0	2	56	3	6	0	877	5	0	531	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:	9	0	2	56	3	6	0	877	5	0	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	56	3	6	0	877	5	0	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	56	3	6	0	877	5	0	531	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:	9	0	2	56	3	6	0	877	5	0	531	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.33	0.67	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	483	967	0	2884	16	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.30	0.30	0.00	0.18	0.00
Crit Volume:			11	56					441	0		
Crit Moves:			****	****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	562	777	209	181	505	184	154	1307	236	231	1683	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:	562	777	209	181	505	184	154	1307	236	231	1683	154
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:	562	777	209	181	505	184	154	1307	236	231	1683	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	777	209	181	505	184	154	1307	236	231	1683	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	562	777	209	181	505	184	154	1307	236	231	1683	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.14	0.06	0.12	0.13	0.05	0.30	0.16	0.08	0.39	0.00
Crit Volume:	281			168			77			561		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.477
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	123	1150	57	182	984	14	25	110	125	71	92	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:	123	1150	57	182	984	14	25	110	125	71	92	70
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	123	1150	0	182	984	0	25	110	0	71	92	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1150	0	182	984	0	25	110	0	71	92	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	123	1150	0	182	984	0	25	110	0	71	92	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.00	0.13	0.23	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		383		182				55		71		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.586
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	140	235	108	2	274	328	58	2036	488	65	1496	92
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	235	108	2	274	328	58	2036	488	65	1496	92
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	140	235	0	2	274	0	58	2036	0	65	1496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	235	0	2	274	0	58	2036	0	65	1496	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	140	235	0	2	274	0	58	2036	0	65	1496	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.00	0.00	0.06	0.00	0.02	0.47	0.00	0.02	0.26	0.00
Crit Volume:	47			91			679			33		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.541
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1132	87	199	1318	75	248	216	122	63	168	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1132	87	199	1318	75	248	216	122	63	168	77
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1132	0	199	1318	0	248	216	0	63	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1132	0	199	1318	0	248	216	0	63	168	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1132	0	199	1318	0	248	216	0	63	168	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.14	0.30	0.00	0.09	0.07	0.00	0.04	0.06	0.00
Crit Volume:		377			199			124			84	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.370
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	63	7	11	17	17	22	8	413	115	28	850	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	7	11	17	17	22	8	413	115	28	850	15
User Adj:	1.00	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:	63	7	11	17	17	22	8	413	115	28	850	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	7	11	17	17	22	8	413	115	28	850	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	63	7	11	17	17	22	8	413	115	28	850	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.56	0.44	1.00	2.00	1.00
Final Sat.:	1305	145	1450	725	725	1450	1450	2268	632	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.18	0.18	0.02	0.29	0.01
Crit Volume:		70			34			8			425	
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.396
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	48	708	9	6	896	7	18	5	53	15	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	708	9	6	896	7	18	5	53	15	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	708	9	6	896	7	18	5	53	15	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	708	9	6	896	7	18	5	53	15	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	708	9	6	896	7	18	5	53	15	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2864	36	1450	2878	22	1450	125	1325	1359	91	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.00	0.31	0.31	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48					452		58			16	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap. (X):	0.445
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	70	183	22	68	277	83	56	157	40	42	259	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	183	22	68	277	83	56	157	40	42	259	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	183	22	68	277	83	56	157	40	42	259	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	183	22	68	277	83	56	157	40	42	259	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	183	22	68	277	83	56	157	40	42	259	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.05	0.19	0.06	0.04	0.05	0.03	0.03	0.09	0.08
Crit Volume:		183			277		56				130	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.277
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	67	641	6	14	476	112	47	0	30	8	1	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	641	6	14	476	112	47	0	30	8	1	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	641	6	14	476	112	47	0	30	8	1	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	641	6	14	476	112	47	0	30	8	1	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	641	6	14	476	112	47	0	30	8	1	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	39	1411
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.01	0.16	0.08	0.02	0.00	0.02	0.01	0.03	0.03
Crit Volume:		321		14					30			37
Crit Moves:		****		****					****			****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.398
Loss Time (sec):	9	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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	24	166	71	43	173	138	87	96	17	38	217	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	166	71	43	173	138	87	96	17	38	217	50
User Adj:	1.00	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	166	71	43	173	138	87	96	17	38	217	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	166	71	43	173	138	87	96	17	38	217	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:	24	166	71	43	173	138	87	96	17	38	217	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	289	1161	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.03	0.01	0.03	0.07	0.03
Crit Volume:		166			216			87			109	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec):	120	Critical Vol./Cap. (X):	0.517
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	2	0	1	0	2	0	1
Volume Module:												
Base Vol:	55	195	4	30	280	70	82	87	36	4	214	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	195	4	30	280	70	82	87	36	4	214	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	195	4	30	280	70	82	87	36	4	214	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	195	4	30	280	70	82	87	36	4	214	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	195	4	30	280	70	82	87	36	4	214	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	319	1131	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.03	0.02	0.00	0.07	0.00
Crit Volume:		250			310			82			107	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.566		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	52	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:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	45	260	34	4	285	20	40	172	66	20	422	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	260	34	4	285	20	40	172	66	20	422	19
User Adj:	1.00	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	260	34	4	285	20	40	172	66	20	422	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	260	34	4	285	20	40	172	66	20	422	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	260	34	4	285	20	40	172	66	20	422	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.01	0.93	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	19	1337	94	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.02	0.21	0.21	0.21	0.03	0.06	0.05	0.01	0.15	0.01
Crit Volume:		260				309	40				211	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.668		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	69	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	46	1302	34	59	1079	116	234	59	15	22	25	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1302	34	59	1079	116	234	59	15	22	25	34
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1302	34	59	1079	0	234	59	15	22	25	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1302	34	59	1079	0	234	59	15	22	25	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1302	34	59	1079	0	234	59	15	22	25	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.45	0.02	0.04	0.37	0.00	0.16	0.04	0.01	0.02	0.02	0.02
Crit Volume:		651			59		234				25	
Crit Moves:		****			****		****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100				Critical Vol./Cap. (X):				0.642						
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	64				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:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	33	1277	101		50	630	16		211	12	104		135	5	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:	33	1277	101		50	630	16		211	12	104		135	5	81	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	33	1277	101		50	630	16		211	12	104		135	5	81	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	1277	101		50	630	16		211	12	104		135	5	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:	33	1277	101		50	630	16		211	12	104		135	5	81	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.44	0.07		0.03	0.22	0.01		0.15	0.01	0.07		0.09	0.00	0.06	
Crit Volume:		639				0			211						81	
Crit Moves:		****				****			****						****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100				Critical Vol./Cap. (X):				0.540						
Loss Time (sec):	9				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	40				Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	87	1405	0		0	1199	60		108	0	23		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:	87	1405	0		0	1199	60		108	0	23		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	87	1405	0		0	1199	60		108	0	23		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	1405	0		0	1199	60		108	0	23		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:	87	1405	0		0	1199	60		108	0	23		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1500	3000	0		0	3000	1500		1500	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.47	0.00		0.00	0.40	0.04		0.07	0.00	0.02		0.00	0.00	0.00	
Crit Volume:		703				0			108						0	
Crit Moves:		****				****			****							

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.940
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	1	0	4	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	479	1486	57	58	1035	154	182	421	986	63	297	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	1486	57	58	1035	154	182	421	986	63	297	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	1486	57	58	1035	154	182	421	986	63	297	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	1486	57	58	1035	154	182	421	986	63	297	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	479	1486	57	58	1035	154	182	421	986	63	297	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.04	0.04	0.18	0.11	0.06	0.15	0.68	0.04	0.07	0.05
Crit Volume:		495		58					986	63		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	1	1	0	0	1
Volume Module:												
Base Vol:	12	1638	394	36	514	9	41	9	19	44	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1638	394	36	514	9	41	9	19	44	1	4
User Adj:	1.00	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:	12	1638	394	36	514	9	41	9	19	44	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1638	394	36	514	9	41	9	19	44	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	1638	394	36	514	9	41	9	19	44	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.42	0.58	1.00	2.95	0.05	0.82	0.18	1.00	1.96	0.04	1.00
Final Sat.:	1450	3507	843	1450	4275	75	1189	261	1450	2836	64	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.02	0.12	0.12	0.03	0.03	0.01	0.02	0.02	0.00
Crit Volume:			677	36				50			23	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	9	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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	291	960	141	97	1111	381	84	4	51	54	4	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	960	141	97	1111	381	84	4	51	54	4	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	291	960	141	97	1111	381	84	4	0	54	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	960	141	97	1111	381	84	4	0	54	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	291	960	141	97	1111	381	84	4	0	54	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2768	132	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.22	0.10	0.07	0.26	0.26	0.03	0.03	0.00	0.04	0.00	0.00
Crit Volume:	291				370			44		54		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.535
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1937	20	0	2107	0	0	0	0	100	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	1937	20	0	2107	0	0	0	0	100	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1937	20	0	2107	0	0	0	0	100	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1937	20	0	2107	0	0	0	0	100	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1937	20	0	2107	0	0	0	0	100	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.01	0.00	0.47	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Volume:	0				702			0		100		
Crit Moves:	****				****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.750
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	150	886	498	512	645	74	3	76	10	411	387	540
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	886	498	512	645	74	3	76	10	411	387	540
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	150	886	498	512	645	0	3	76	0	411	387	540
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	886	498	512	645	0	3	76	0	411	387	540
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	150	886	498	512	645	0	3	76	0	411	387	540
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.34	0.18	0.22	0.00	0.00	0.03	0.00	0.09	0.27	0.37
Crit Volume:		443		256			2				387	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.680
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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			Ovl			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	2 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	1	1680	136	167	816	35	2	2	4	18	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1680	136	167	816	35	2	2	4	18	2	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:	1	1680	136	167	816	35	2	2	4	18	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1680	136	167	816	35	2	2	4	18	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1680	136	167	816	35	2	2	4	18	2	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.88	0.12	1.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1500	3000	1500	1500	4315	185	1500	1500	1500	2700	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.09	0.11	0.19	0.19	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		840		167					4	10		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	89	1597	112	197	889	107	203	623	183	182	183	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1597	112	197	889	107	203	623	183	182	183	147
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1597	0	197	889	0	203	623	183	182	183	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1597	0	197	889	0	203	623	183	182	183	147
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1597	0	197	889	0	203	623	183	182	183	147
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.07	0.20	0.00	0.07	0.21	0.13	0.06	0.04	0.10
Crit Volume:		532			99			312			91	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	58	1736	32	8	1120	44	74	11	103	72	6	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1736	32	8	1120	44	74	11	103	72	6	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1736	32	8	1120	44	74	11	103	72	6	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1736	32	8	1120	44	74	11	103	72	6	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	1736	32	8	1120	44	74	11	103	72	6	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.89	0.11	0.87	0.13	1.00	0.92	0.08	1.00
Final Sat.:	1450	4271	79	1450	4186	164	1262	188	1450	1338	112	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.41	0.41	0.01	0.27	0.27	0.06	0.06	0.07	0.05	0.05	0.01
Crit Volume:			589		8			85			78	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.819
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	126	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	167	1421	520	91	483	77	588	1523	165	480	574	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1421	520	91	483	77	588	1523	165	480	574	192
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	167	1421	0	91	483	0	588	1523	0	480	574	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1421	0	91	483	0	588	1523	0	480	574	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	167	1421	0	91	483	0	588	1523	0	480	574	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.03	0.08	0.00	0.20	0.35	0.00	0.11	0.13	0.00
Crit Volume:		474			45			508		160		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.513
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	1754	20	8	1287	10	46	2	46	36	3	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:	19	1754	20	8	1287	10	46	2	46	36	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1754	20	8	1287	10	46	2	46	36	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1754	20	8	1287	10	46	2	46	36	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1754	20	8	1287	10	46	2	46	36	3	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.49	0.02	0.49	0.72	0.06	0.22
Final Sat.:	1450	4301	49	1450	4316	34	710	31	710	1044	87	319
Capacity Analysis Module:												
Vol/Sat:	0.01	0.41	0.41	0.01	0.30	0.30	0.06	0.06	0.06	0.03	0.03	0.03
Crit Volume:			591		8			94			50	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ignore				Include				Ovl				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:	2	0	3	0 1	2	0	2	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	114	1973		92	138	1856		40	117	223		197	167		45	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:	114	1973		92	138	1856		40	117	223		197	167		45	39
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Volume:	114	1973		0	138	1856		40	117	223		197	167		45	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	114	1973		0	138	1856		40	117	223		197	167		45	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
FinalVolume:	114	1973		0	138	1856		40	117	223		197	167		45	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	2.94		0.06	1.00	2.00		1.00	2.00		2.00	1.00
Final Sat.:	2900	4350		1450	2900	4258		92	1450	2900		1450	2900		2900	1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.45		0.00	0.05	0.44		0.44	0.08	0.08		0.14	0.06		0.02	0.00
Crit Volume:		658			69							197	84			
Crit Moves:		****			****							****	****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ovl				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	1	1	0 1	2	1	1	0 1
Volume Module:																
Base Vol:	18	1414		65	149	1891		38	8		1	11	44		4	116
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	18	1414		65	149	1891		38	8		1	11	44		4	116
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	18	1414		0	149	1891		38	8		1	0	44		4	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	18	1414		0	149	1891		38	8		1	0	44		4	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
FinalVolume:	18	1414		0	149	1891		38	8		1	0	44		4	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	3.00		1.00	1.00	3.00		1.00	1.00
Final Sat.:	2900	4350		1450	2900	4350		1450	4350		1450	1450	4350		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.33		0.00	0.05	0.43		0.03	0.00		0.00	0.00	0.01		0.00	0.00
Crit Volume:		9				630			3				15			
Crit Moves:		****				****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.649
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	32	1592	3	11	1679	14	66	0	97	3	0	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:	32	1592	3	11	1679	14	66	0	97	3	0	8
User Adj:	1.00	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:	32	1592	3	11	1679	14	66	0	97	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	1592	3	11	1679	14	66	0	97	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	32	1592	3	11	1679	14	66	0	97	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2895	5	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.01	0.58	0.01	0.05	0.00	0.07	0.00	0.00	0.01
Crit Volume:	32			840			66			3		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.792
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	847	645	39	1053	683	164	283	1130	620	52	1424	556
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	847	645	39	1053	683	164	283	1130	620	52	1424	556
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	847	645	0	1053	683	0	283	1130	0	52	1424	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	645	0	1053	683	0	283	1130	0	52	1424	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	847	645	0	1053	683	0	283	1130	0	52	1424	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.15	0.00	0.24	0.16	0.00	0.10	0.19	0.00	0.02	0.25	0.00
Crit Volume:	424			228			142			356		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.670
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0	1 1	0	1	0 2	0 1	2	0 0	1 0	1	0 1
Volume Module:												
Base Vol:	30	1201	7	12	1267	462	385	16	305	2	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1201	7	12	1267	462	385	16	305	2	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1201	7	12	1267	462	385	16	305	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1201	7	12	1267	462	385	16	305	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	1201	7	12	1267	462	385	16	305	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.05	0.95	1.00	1.00	1.00
Final Sat.:	2900	2883	17	1450	2900	1450	2900	72	1378	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.01	0.44	0.32	0.13	0.22	0.22	0.00	0.00	0.00
Crit Volume:	15				634			321			2	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.412
Loss Time (sec):	12	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:	Include			Include			Ovl			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 0	0 1	0 0 1
Volume Module:												
Base Vol:	33	794	2	36	451	92	202	16	32	25	14	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	794	2	36	451	92	202	16	32	25	14	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	794	2	36	451	92	202	16	32	25	14	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	794	2	36	451	92	202	16	32	25	14	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	794	2	36	451	92	202	16	32	25	14	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.66	0.34	1.62	0.13	0.25	0.64	0.36	1.00
Final Sat.:	1450	2893	7	1450	2409	491	2343	186	371	929	521	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.02	0.19	0.19	0.09	0.09	0.09	0.03	0.03	0.02
Crit Volume:				398		36		125			39	
Crit Moves:				****	****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	706	323	847	604	0	0	0	0	200	0	630
Growth Adj:	1.00	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	706	323	847	604	0	0	0	0	200	0	630
User Adj:	1.00	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	706	323	847	604	0	0	0	0	200	0	630
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	706	323	847	604	0	0	0	0	200	0	630
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	706	323	847	604	0	0	0	0	200	0	630
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.22	0.28	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.42
Crit Volume:		353		0			0					630
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	24	835	20	11	553	9	22	3	9	27	2	7
Growth Adj:	1.00	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	835	20	11	553	9	22	3	9	27	2	7
User Adj:	1.00	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	835	20	11	553	9	22	3	9	27	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	835	20	11	553	9	22	3	9	27	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	835	20	11	553	9	22	3	9	27	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2930	70	1500	2952	48	1320	180	1500	1397	103	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.28	0.01	0.19	0.19	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:		428		11				25		27		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.547
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	6	62	10	310	17	39	70	884	3	1	243	161
Growth Adj:	1.00	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	62	10	310	17	39	70	884	3	1	243	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	62	10	310	17	39	70	884	3	1	243	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	62	10	310	17	39	70	884	3	1	243	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	62	10	310	17	39	70	884	3	1	243	161
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	132	1368	1500	1422	78	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.22	0.22	0.03	0.05	0.29	0.00	0.00	0.08	0.11
Crit Volume:		68		310				442		1		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.417
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	76	0	105	0	0	0	0	896	146	101	195	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:	76	0	105	0	0	0	0	896	146	101	195	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	105	0	0	0	0	896	146	101	195	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	105	0	0	0	0	896	146	101	195	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:	76	0	105	0	0	0	0	896	146	101	195	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.30	0.10	0.07	0.07	0.00
Crit Volume:	76			0				448		101		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	43	0	410	798	1370	0	0	993	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:	0	0	0	43	0	410	798	1370	0	0	993	44
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	0	410	798	1370	0	0	993	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	0	410	798	1370	0	0	993	44
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	0	410	798	1370	0	0	993	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.14	0.27	0.46	0.00	0.00	0.33	0.03
Crit Volume:		0		43			399				497	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	144	289	60	128	205	140	184	693	3	30	189	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	289	60	128	205	140	184	693	3	30	189	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	289	60	128	205	140	184	693	3	30	189	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	289	60	128	205	140	184	693	3	30	189	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	144	289	60	128	205	140	184	693	3	30	189	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.83	0.17	1.00	0.59	0.41	1.00	1.99	0.01	1.00	1.41	0.59
Final Sat.:	1450	1201	249	1450	862	588	1450	2888	13	1450	2045	855
Capacity Analysis Module:												
Vol/Sat:	0.10	0.24	0.24	0.09	0.24	0.24	0.13	0.24	0.24	0.02	0.09	0.09
Crit Volume:	144				345			348		30		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.589
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	92	92	116	49	21	47	1143	12	74	347	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	92	92	116	49	21	47	1143	12	74	347	52
User Adj:	1.00	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:	11	92	92	116	49	21	47	1143	12	74	347	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	92	92	116	49	21	47	1143	12	74	347	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	92	92	116	49	21	47	1143	12	74	347	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.01	0.03	0.39	0.01	0.05	0.12	0.04
Crit Volume:		92		116				572		74		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.471
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	50	14	146	54	11	7	3	916	27	71	236	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	14	146	54	11	7	3	916	27	71	236	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	14	146	54	11	7	3	916	27	71	236	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	14	146	54	11	7	3	916	27	71	236	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	50	14	146	54	11	7	3	916	27	71	236	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.83	0.17	1.00	1.00	1.94	0.06	1.00	1.95	0.05
Final Sat.:	1133	317	1450	1205	245	1450	1450	2817	83	1450	2828	72
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.04	0.04	0.00	0.00	0.33	0.33	0.05	0.08	0.08
Crit Volume:			146		65				472	0		
Crit Moves:			****		****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.377
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	72	0	14	12	959	0	0	254	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	14	12	959	0	0	254	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	14	12	959	0	0	254	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	14	12	959	0	0	254	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	14	12	959	0	0	254	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	1.00	2.00	0.00	0.00	1.80	0.20
Final Sat.:	0	0	0	1256	0	244	1500	3000	0	0	2693	307
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.32	0.00	0.00	0.09	0.09
Crit Volume:	0					86		480		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.462
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	166	920	0	1	580	141	402	2	748	7	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	920	0	1	580	141	402	2	748	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	166	920	0	1	580	141	402	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	920	0	1	580	141	402	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	166	920	0	1	580	141	402	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2886	14	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.00	0.00	0.20	0.10	0.14	0.14	0.00	0.00	0.00	0.00
Crit Volume:		460			1		202			7		
Crit Moves:		****			****		****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	29	220	87	180	90	118	873	652	37	40	248	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	220	87	180	90	118	873	652	37	40	248	212
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	29	220	0	180	90	0	873	652	0	40	248	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	220	0	180	90	0	873	652	0	40	248	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	29	220	0	180	90	0	873	652	0	40	248	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.00	0.06	0.03	0.00	0.30	0.22	0.00	0.01	0.09	0.00
Crit Volume:		110			90			437			124	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	431	346	105	87	490	89	163	650	316	69	338	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	431	346	105	87	490	89	163	650	316	69	338	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:	431	346	105	87	490	89	163	650	316	69	338	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	431	346	105	87	490	89	163	650	316	69	338	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:	431	346	105	87	490	89	163	650	316	69	338	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.07	0.03	0.11	0.06	0.11	0.22	0.22	0.05	0.12	0.05
Crit Volume:	215				163			325			69	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.462
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	364	553	63	2	247	81	43	352	295	20	143	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:	364	553	63	2	247	81	43	352	295	20	143	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	364	553	0	2	247	81	43	352	0	20	143	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	553	0	2	247	81	43	352	0	20	143	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	364	553	0	2	247	81	43	352	0	20	143	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3276	1074	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.00	0.00	0.08	0.08	0.03	0.12	0.00	0.01	0.05	0.00
Crit Volume:	364					109		176		20		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.270
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	660	49	41	537	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	660	49	41	537	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	660	49	41	537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	660	49	41	537	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:	34	0	14	0	0	0	0	660	49	41	537	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.22	0.03	0.03	0.18	0.00
Crit Volume:	34					0		330		41		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.365
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	30	299	167	232	503	81	85	6	16	77	8	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	299	167	232	503	81	85	6	16	77	8	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	299	167	232	503	81	85	6	16	77	8	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	299	167	232	503	81	85	6	16	77	8	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	299	167	232	503	81	85	6	16	77	8	186
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.87	0.13	1.00	0.91	0.09	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2709	191	1450	1314	136	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.12	0.16	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			167	232				46			85	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	462	6	318	575	0	0	0	0	57	0	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	462	6	318	575	0	0	0	0	57	0	196
User Adj:	1.00	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	462	6	318	575	0	0	0	0	57	0	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	462	6	318	575	0	0	0	0	57	0	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	462	6	318	575	0	0	0	0	57	0	196
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.00	0.21	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.13
Crit Volume:		154		318				0				196
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.469	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	43	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	37	690	86	237	545	18	16	2	16	35	2	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	690	86	237	545	18	16	2	16	35	2	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	690	86	237	545	18	16	2	16	35	2	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	690	86	237	545	18	16	2	16	35	2	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	690	86	237	545	18	16	2	16	35	2	174
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	3.00	1.00	0.89	0.11	1.00	0.95	0.05	1.00
Final Sat.:	1450	2579	321	1450	4350	1450	1289	161	1450	1372	78	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.16	0.13	0.01	0.01	0.01	0.01	0.03	0.03	0.12
Crit Volume:			388	237				18			37	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.134	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	26	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	23	1	22	13	2	5	1	151	24	23	251	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	22	13	2	5	1	151	24	23	251	4
User Adj:	1.00	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:	23	1	22	13	2	5	1	151	24	23	251	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	22	13	2	5	1	151	24	23	251	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1	22	13	2	5	1	151	24	23	251	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.02	0.48	0.65	0.10	0.25	1.00	1.73	0.27	1.00	1.97	0.03
Final Sat.:	725	32	693	943	145	363	1450	2502	398	1450	2855	45
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.09	0.09
Crit Volume:			46		20			1			128	
Crit Moves:			****		****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	6	0	12	67	0	36	180	654	10	8	226	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	12	67	0	36	180	654	10	8	226	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	67	0	36	180	654	10	8	226	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	67	0	36	180	654	10	8	226	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:	6	0	12	67	0	36	180	654	10	8	226	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.28	0.72
Final Sat.:	1450	0	1450	1450	0	1450	1450	2856	44	1450	1851	1049
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.02	0.12	0.23	0.23	0.01	0.12	0.12
Crit Volume:			12	67				332		8		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.549
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	396	536	329	42	958	143	95	252	151	304	258	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	396	536	329	42	958	143	95	252	151	304	258	20
User Adj:	1.00	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:	396	536	329	42	958	143	95	252	151	304	258	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	536	329	42	958	143	95	252	151	304	258	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	396	536	329	42	958	143	95	252	151	304	258	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.12	0.23	0.01	0.22	0.10	0.03	0.09	0.10	0.10	0.09	0.01
Crit Volume:	198				319			126		152		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.754
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	3	0	1 0 1
Volume Module:												
Base Vol:	392	1336	917	13	1026	30	63	645	526	697	327	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:	392	1336	917	13	1026	30	63	645	526	697	327	33
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	392	1336	0	13	1026	0	63	645	0	697	327	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	392	1336	0	13	1026	0	63	645	0	697	327	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	392	1336	0	13	1026	0	63	645	0	697	327	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.00	0.00	0.24	0.00	0.02	0.22	0.00	0.16	0.23	0.00
Crit Volume:	196			342			323			232		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.673
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	107	21	56	126	6	9	20	2299	25	63	1350	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:	107	21	56	126	6	9	20	2299	25	63	1350	53
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	107	21	0	126	6	0	20	2299	0	63	1350	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	21	0	126	6	0	20	2299	0	63	1350	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	107	21	0	126	6	0	20	2299	0	63	1350	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.09	0.00	0.00	0.01	0.53	0.00	0.04	0.31	0.00
Crit Volume:		21		126				766		63		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.318
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	5	406	148	53	909	8	14	18	46	214	12	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	406	148	53	909	8	14	18	46	214	12	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	406	148	53	909	8	14	18	46	214	12	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	406	148	53	909	8	14	18	46	214	12	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	406	148	53	909	8	14	18	46	214	12	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.22	0.78
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	316	1134
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.10	0.04	0.21	0.01	0.01	0.01	0.03	0.07	0.04	0.04
Crit Volume:	5			303					46	107		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.479
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	21	109	119	53	122	63	111	903	11	81	476	52
Growth Adj:	1.00	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	109	119	53	122	63	111	903	11	81	476	52
User Adj:	1.00	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:	21	109	119	53	122	63	111	903	11	81	476	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	109	119	53	122	63	111	903	11	81	476	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	21	109	119	53	122	63	111	903	11	81	476	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.08	0.04	0.08	0.04	0.08	0.31	0.01	0.06	0.16	0.04
Crit Volume:		109			53			452		81		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.579		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	54	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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	79	0	53	52	1578	0	0	967	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:	0	0	0	79	0	53	52	1578	0	0	967	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	79	0	53	52	1578	0	0	967	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	53	52	1578	0	0	967	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	79	0	53	52	1578	0	0	967	24
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.04	0.03	0.53	0.00	0.00	0.32	0.02
Crit Volume:		0		79				789		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.420		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	39	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	9	28	50	16	7	14	27	1041	4	45	597	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:	9	28	50	16	7	14	27	1041	4	45	597	56
User Adj:	1.00	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:	9	28	50	16	7	14	27	1041	4	45	597	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	28	50	16	7	14	27	1041	4	45	597	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	28	50	16	7	14	27	1041	4	45	597	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.01	0.00	0.01	0.02	0.36	0.00	0.03	0.21	0.04
Crit Volume:		28		16				521		45		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	24	0	7	10	1583	0	0	980	4
Growth Adj:	1.00	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	24	0	7	10	1583	0	0	980	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	24	0	7	10	1583	0	0	980	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	7	10	1583	0	0	980	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	24	0	7	10	1583	0	0	980	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.77	0.00	0.23	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1161	0	339	1500	3000	0	0	2988	12
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.53	0.00	0.00	0.33	0.33
Crit Volume:			0	24				791		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.979
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	452	1005	488	163	693	58	34	1239	1034	844	753	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	1005	488	163	693	58	34	1239	1034	844	753	179
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	452	1005	0	163	693	0	34	1239	0	844	753	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1005	0	163	693	0	34	1239	0	844	753	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	452	1005	0	163	693	0	34	1239	0	844	753	0
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.35	0.00	0.06	0.16	0.00	0.01	0.28	0.00	0.29	0.17	0.00
Crit Volume:		503			82			413		422		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	106	0	21	2	1479	0	0	946	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	0	21	2	1479	0	0	946	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	106	0	21	2	1479	0	0	946	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	21	2	1479	0	0	946	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:	0	0	0	106	0	21	2	1479	0	0	946	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.00	0.49	0.00	0.00	0.32	0.03
Crit Volume:		0		106				740		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	141	1543	93	177	1812	116	168	7	108	31	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1543	93	177	1812	116	168	7	108	31	2	19
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	141	1543	0	177	1812	0	168	7	0	31	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1543	0	177	1812	0	168	7	0	31	2	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	141	1543	0	177	1812	0	168	7	0	31	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.00	0.06	0.42	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Crit Volume:	71				604		84				2	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	135	1055	303	98	479	162	117	1740	62	161	929	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	1055	303	98	479	162	117	1740	62	161	929	132
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	135	1055	0	98	479	162	117	1740	62	161	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	1055	0	98	479	162	117	1740	62	161	929	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	135	1055	0	98	479	162	117	1740	62	161	929	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.00	0.03	0.11	0.11	0.04	0.40	0.04	0.06	0.16	0.00
Crit Volume:		528			49			580			81	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.624
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	140	0	226	0	0	0	0	2120	12	71	820	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:	140	0	226	0	0	0	0	2120	12	71	820	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	226	0	0	0	0	2120	12	71	820	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	226	0	0	0	0	2120	12	71	820	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:	140	0	226	0	0	0	0	2120	12	71	820	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4475	25	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.15	0.00	0.00	0.00	0.00	0.47	0.47	0.05	0.18	0.00
Crit Volume:			226		0				711		0	
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	155	647	536	155	454	134	125	1410	241	71	732	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	647	536	155	454	134	125	1410	241	71	732	251
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	155	647	0	155	454	0	125	1410	0	71	732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	647	0	155	454	0	125	1410	0	71	732	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	155	647	0	155	454	0	125	1410	0	71	732	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.05	0.16	0.00	0.04	0.32	0.00	0.02	0.17	0.00
Crit Volume:		324			78			470			36	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.539
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	1	1387	20	63	270	5	7	2	3	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1387	20	63	270	5	7	2	3	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1387	20	63	270	5	7	2	3	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1387	20	63	270	5	7	2	3	6	0	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:	1	1387	20	63	270	5	7	2	3	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.78	0.22	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2847	53	1128	322	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.09	0.09	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:		704			63			9			6	
Crit Moves:		****			****				****		****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.514		
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	38	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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:	0	0	1	1	0	1	0	2	0	0	0	0	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	0	1276	3	27	260	0	0	0	0	77	17	131
Growth Adj:	1.00	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	1276	3	27	260	0	0	0	0	77	17	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1276	3	27	260	0	0	0	0	77	17	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1276	3	27	260	0	0	0	0	77	17	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:	0	1276	3	27	260	0	0	0	0	77	17	131
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.68	0.32	1.00
Final Sat.:	0	2993	7	1500	3000	0	0	0	0	1027	473	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.09	0.00	0.00	0.00	0.00	0.07	0.04	0.09
Crit Volume:		640		0			0					131
Crit Moves:		****		****								****

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City of Roseville
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2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.586		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	55	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1	1	0	1	0	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	11	1295	83	63	266	3	6	26	35	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1295	83	63	266	3	6	26	35	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1295	83	63	266	0	6	26	35	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1295	83	63	266	0	6	26	35	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	11	1295	83	63	266	0	6	26	35	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2725	175	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.04	0.09	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:		689		63				32			65	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 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	0	1	0	1	1	2	0	1	2	1
Volume Module:												
Base Vol:	0	0	0	34	0	3	21	147	0	0	167	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	34	0	3	21	147	0	0	167	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	34	0	3	21	147	0	0	167	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	34	0	3	21	147	0	0	167	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	34	0	3	21	147	0	0	167	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.06	0.04
Crit Volume:		0		34			21				84	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.588
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																		
Base Vol:	111	0	133	0	0	0	0	2032	84	72	1781	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:	111	0	133	0	0	0	0	2032	84	72	1781	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	0	133	0	0	0	0	2032	84	72	1781	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	0	133	0	0	0	0	2032	84	72	1781	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:	111	0	133	0	0	0	0	2032	84	72	1781	0
Saturation Flow Module:																		
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:																		
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.45	0.06	0.05	0.40	0.00
Crit Volume:			133		0			677		72		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	3	9	4	74	2	75	91	2030	23	51	1775	420
Growth Adj:	1.00	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	9	4	74	2	75	91	2030	23	51	1775	420
User Adj:	1.00	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:	3	9	4	74	2	75	91	2030	23	51	1775	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	4	74	2	75	91	2030	23	51	1775	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	4	74	2	75	91	2030	23	51	1775	420
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2824	76	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.03	0.03	0.05	0.06	0.47	0.02	0.04	0.41	0.29
Crit Volume:		9		38				677		51		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 164 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	0	0
Volume Module:												
Base Vol:	7	10	20	410	4	251	266	1891	8	5	1576	906
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	10	20	410	4	251	266	1891	8	5	1576	906
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	10	20	410	4	251	266	1891	8	5	1576	906
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	10	20	410	4	251	266	1891	8	5	1576	906
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	10	20	410	4	251	266	1891	8	5	1576	906
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	2.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	618	882	1500	4457	43	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.17	0.18	0.42	0.01	0.00	0.35	0.60
Crit Volume:			20	138			266					906
Crit Moves:			****	****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.749
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0	0	1	1	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	343	124	121	7	90	49	297	2224	396	287	1874	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:	343	124	121	7	90	49	297	2224	396	287	1874	33
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	343	124	0	7	90	49	297	2224	0	287	1874	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	124	0	7	90	49	297	2224	0	287	1874	33
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	343	124	0	7	90	49	297	2224	0	287	1874	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.20	0.80	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3195	1155	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.00	0.03	0.03	0.10	0.51	0.00	0.10	0.43	0.02
Crit Volume:	156				45			741		144		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0	0	1	1	1	0	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	198	77	214	8	21	2	13	2031	117	270	2221	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	77	214	8	21	2	13	2031	117	270	2221	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	198	77	0	8	21	0	13	2031	0	270	2221	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	77	0	8	21	0	13	2031	0	270	2221	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	198	77	0	8	21	0	13	2031	0	270	2221	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	0.56	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2088	812	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.01	0.01	0.00	0.00	0.35	0.00	0.09	0.38	0.00
Crit Volume:		138			21			508		135		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0	87	0	483	336	1925	2	0	1675	83				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	2	0	0	87	0	483	336	1925	2	0	1675	83				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	2	0	0	87	0	483	336	1925	2	0	1675	83				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	2	0	0	87	0	483	336	1925	2	0	1675	83				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	2	0	0	87	0	483	336	1925	2	0	1675	83				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00				
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.17	0.12	0.44	0.44	0.00	0.39	0.06				
Crit Volume:	2					242	0				558					
Crit Moves:	****					****	****				****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	245	180	298	586	132	115	195	1945	58	149	1871	176				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	245	180	298	586	132	115	195	1945	58	149	1871	176				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	245	180	298	586	132	115	195	1945	58	149	1871	176				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	245	180	298	586	132	115	195	1945	58	149	1871	176				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	245	180	298	586	132	115	195	1945	58	149	1871	176				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00				
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.04	0.21	0.20	0.03	0.08	0.07	0.34	0.04	0.05	0.43	0.12				
Crit Volume:			298	293			98				624					
Crit Moves:			****	****			****				****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.461
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0	4	0	1	1	0	4	0	1
Volume Module:												
Base Vol:	51	1	43	16	1	61	32	2177	6	10	2370	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:	51	1	43	16	1	61	32	2177	6	10	2370	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	51	1	0	16	1	0	32	2177	0	10	2370	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1	0	16	1	0	32	2177	0	10	2370	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	51	1	0	16	1	0	32	2177	0	10	2370	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1422	28	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.38	0.00	0.01	0.41	0.00
Crit Volume:		52			9			16			593	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.539
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1495	47	127	1790	0	0	0	0	183	0	276
Growth Adj:	1.00	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	1495	47	127	1790	0	0	0	0	183	0	276
User Adj:	1.00	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	1495	47	127	1790	0	0	0	0	183	0	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1495	47	127	1790	0	0	0	0	183	0	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1495	47	127	1790	0	0	0	0	183	0	276
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.08	0.40	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:		498			127			0			183	
Crit Moves:		****			****						****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	510	543	170	77	369	3	5	112	381	84	473	524
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	510	543	170	77	369	3	5	112	381	84	473	524
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	510	543	170	77	369	3	5	112	381	84	473	524
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	510	543	170	77	369	3	5	112	381	84	473	524
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	510	543	170	77	369	3	5	112	381	84	473	524
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.19	0.12	0.03	0.08	0.00	0.00	0.04	0.26	0.06	0.16	0.36
Crit Volume:	255				123		5					524
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	198	1531	2	23	1794	68	30	11	144	10	19	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:	198	1531	2	23	1794	68	30	11	144	10	19	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	198	1531	2	23	1794	68	30	11	0	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1531	2	23	1794	68	30	11	0	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	198	1531	2	23	1794	68	30	11	0	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.46	0.54	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	2122	778	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.00	0.02	0.41	0.05	0.01	0.01	0.00	0.01	0.05	0.05
Crit Volume:	198				598			21				67
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.418
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	109	0	71	0	0	0	0	890	19	26	1035	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:	109	0	71	0	0	0	0	890	19	26	1035	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	0	71	0	0	0	0	890	19	26	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	71	0	0	0	0	890	19	26	1035	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:	109	0	71	0	0	0	0	890	19	26	1035	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.30	0.01	0.02	0.34	0.00
Crit Volume:	109				0			0			518	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	93	1532	79	88	1420	257	135	75	155	12	3	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1532	79	88	1420	257	135	75	155	12	3	66
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1532	0	88	1420	257	135	75	155	12	3	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1532	0	88	1420	257	135	75	155	12	3	66
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1532	0	88	1420	257	135	75	155	12	3	66
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	3683	667	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.00	0.03	0.39	0.39	0.09	0.05	0.11	0.01	0.00	0.05
Crit Volume:	93					559			155	12		
Crit Moves:	****					****			****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	126	1421	0		0	1766	211		116	0	88		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:	126	1421	0		0	1766	211		116	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	126	1421	0		0	1766	211		116	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	126	1421	0		0	1766	211		116	0	88		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:	126	1421	0		0	1766	211		116	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500	0		0	4500	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.32	0.00		0.00	0.39	0.14		0.04	0.00	0.06		0.00	0.00	0.00	
Crit Volume:	63					589			58					0		
Crit Moves:	****					****			****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	551	1453	10		46	568	134		128	92	651		42	370	168	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	551	1453	10		46	568	134		128	92	651		42	370	168	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	551	1453	0		46	568	0		128	92	0		42	370	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	551	1453	0		46	568	0		128	92	0		42	370	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	551	1453	0		46	568	0		128	92	0		42	370	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.33	0.00		0.02	0.13	0.00		0.04	0.03	0.00		0.01	0.13	0.00	
Crit Volume:		484				23			64					185		
Crit Moves:		****				****			****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1! 0	0
Volume Module:												
Base Vol:	62	1166	8	1	684	18	21	5	117	48	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1166	8	1	684	18	21	5	117	48	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1166	8	1	684	18	21	5	117	48	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1166	8	1	684	18	21	5	117	48	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1166	8	1	684	18	21	5	117	48	3	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.86	0.05	0.09
Final Sat.:	1450	2900	1450	1450	2900	1450	1171	279	1450	1243	78	129
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.01	0.00	0.24	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:		583			1				117		56	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	1
Volume Module:												
Base Vol:	15	1039	2	6	483	6	46	2	31	20	2	96
Growth Adj:	1.00	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	1039	2	6	483	6	46	2	31	20	2	96
User Adj:	1.00	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:	15	1039	2	6	483	6	46	2	31	20	2	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1039	2	6	483	6	46	2	31	20	2	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1039	2	6	483	6	46	2	31	20	2	96
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.98	0.02	0.96	0.04	1.00	0.91	0.09	1.00
Final Sat.:	1450	2894	6	1450	2864	36	1390	60	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.00	0.17	0.17	0.03	0.03	0.02	0.02	0.02	0.07
Crit Volume:		521			0			48				96
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.591
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1	690	43	221	411	28	77	431	2	108	726	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	690	43	221	411	28	77	431	2	108	726	354
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	690	0	221	411	0	77	431	0	108	726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	690	0	221	411	0	77	431	0	108	726	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	690	0	221	411	0	77	431	0	108	726	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.08	0.14	0.00	0.03	0.15	0.00	0.04	0.25	0.00
Crit Volume:		345		111			39				363	
Crit Moves:		****		****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.511
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	76	40	6	14	3	49	231	388	24	2	732	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:	76	40	6	14	3	49	231	388	24	2	732	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	40	6	14	3	49	231	388	24	2	732	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	40	6	14	3	49	231	388	24	2	732	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	40	6	14	3	49	231	388	24	2	732	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.33	0.05	0.82	0.18	1.00	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	903	475	71	1194	256	1450	1450	2731	169	1450	2865	35
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.01	0.03	0.16	0.14	0.14	0.00	0.26	0.26
Crit Volume:		122			17		231					371
Crit Moves:		****			****		****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.750
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	540	399	319	80	0	0	0	0	240	0	266
Growth Adj:	1.00	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	540	399	319	80	0	0	0	0	240	0	266
User Adj:	1.00	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	540	399	319	80	0	0	0	0	240	0	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	399	319	80	0	0	0	0	240	0	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	540	399	319	80	0	0	0	0	240	0	266
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.27	0.21	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Crit Volume:		540		319			0					266
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.286
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	6	0	23	52	0	175	65	225	11	18	292	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	23	52	0	175	65	225	11	18	292	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	23	52	0	175	65	225	11	18	292	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	23	52	0	175	65	225	11	18	292	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	23	52	0	175	65	225	11	18	292	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	300	0	1150	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			29			175	65				146	
Crit Moves:			****			****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0 1.0	0 0	1
Volume Module:												
Base Vol:	82	1239	15	4	809	49	92	16	144	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1239	15	4	809	49	92	16	144	3	1	1
User Adj:	1.00	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:	82	1239	15	4	809	49	92	16	144	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1239	15	4	809	49	92	16	144	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	1239	15	4	809	49	92	16	144	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1278	222	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.01	0.00	0.27	0.03	0.07	0.07	0.10	0.00	0.00	0.00
Crit Volume:		620		4					144	3		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	2	0 0	1 0	0 1	0 0	1
Volume Module:												
Base Vol:	179	1142	2	1	686	57	134	1	174	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	1142	2	1	686	57	134	1	174	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	1142	2	1	686	57	134	1	174	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1142	2	1	686	57	134	1	174	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1142	2	1	686	57	134	1	174	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	9	1491	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.00	0.00	0.23	0.04	0.04	0.12	0.12	0.00	0.00	0.00
Crit Volume:		571		1				175		1		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.626
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	495	1216	45	253	607	52	106	301	20	12	539	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	1216	45	253	607	52	106	301	20	12	539	123
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	495	1216	0	253	607	0	106	301	0	12	539	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	1216	0	253	607	0	106	301	0	12	539	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	495	1216	0	253	607	0	106	301	0	12	539	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.28	0.00	0.09	0.14	0.00	0.07	0.10	0.00	0.00	0.19	0.00
Crit Volume:		405			127			106			270	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	157	1241	105	49	829	24	94	7	120	30	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1241	105	49	829	24	94	7	120	30	3	15
User Adj:	1.00	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:	157	1241	105	49	829	24	94	7	120	30	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1241	105	49	829	24	94	7	120	30	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	157	1241	105	49	829	24	94	7	120	30	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.23	1.00	2.92	0.08	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	4011	339	1450	4228	122	2699	201	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.20	0.20	0.03	0.03	0.08	0.02	0.02	0.01
Crit Volume:			449		49				120		33	
Crit Moves:			****	****					****		****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.563
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	117	1637	31	17	1094	113	291	52	180	73	53	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:	117	1637	31	17	1094	113	291	52	180	73	53	39
User Adj:	1.00	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:	117	1637	31	17	1094	113	291	52	180	73	53	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	1637	31	17	1094	113	291	52	180	73	53	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:	117	1637	31	17	1094	113	291	52	180	73	53	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.70	0.30	1.00	0.89	0.64	0.47
Final Sat.:	2900	4350	1450	1450	4350	1450	2460	440	1450	1283	932	685
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.01	0.25	0.08	0.12	0.12	0.12	0.06	0.06	0.06
Crit Volume:		546		17			172				83	
Crit Moves:		****			****		****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	389	1053	59	21	887	44	189	8	226	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	1053	59	21	887	44	189	8	226	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	389	1053	59	21	887	44	189	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1053	59	21	887	44	189	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	389	1053	59	21	887	44	189	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2878	122	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.35	0.04	0.01	0.30	0.03	0.07	0.07	0.00	0.01	0.01	0.00
Crit Volume:	389				444		98				16	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	116	754	79	44	851	37	42	138	96	180	291	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:	116	754	79	44	851	37	42	138	96	180	291	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	754	79	44	851	37	42	138	96	180	291	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	754	79	44	851	37	42	138	96	180	291	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	754	79	44	851	37	42	138	96	180	291	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1397	53
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.05	0.02	0.20	0.03	0.03	0.05	0.07	0.06	0.21	0.21
Crit Volume:	58			284			69			302		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	109	863	290	161	937	23	4	60	122	240	63	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	863	290	161	937	23	4	60	122	240	63	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	863	290	161	937	23	4	60	122	240	63	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	863	290	161	937	23	4	60	122	240	63	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	109	863	290	161	937	23	4	60	122	240	63	74
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.91	0.50	0.59
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2776	724	850
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.06	0.22	0.02	0.00	0.04	0.08	0.09	0.09	0.09
Crit Volume:		288			81				122			126
Crit Moves:		****			****				****			****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.318
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	9	772	16	10	791	180	157	16	31	63	27	4
Growth Adj:	1.00	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	772	16	10	791	180	157	16	31	63	27	4
User Adj:	1.00	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:	9	772	16	10	791	180	157	16	31	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	772	16	10	791	180	157	16	31	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	772	16	10	791	180	157	16	31	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.34	0.66	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	494	956	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.01	0.18	0.12	0.11	0.03	0.03	0.02	0.02	0.02
Crit Volume:	9			264			157			32		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	37	1592	87	135	941	44	41	26	28	50	24	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1592	87	135	941	44	41	26	28	50	24	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1592	87	135	941	44	41	26	28	50	24	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1592	87	135	941	44	41	26	28	50	24	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1592	87	135	941	44	41	26	28	50	24	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.27	0.73
Final Sat.:	1500	2845	155	1500	2866	134	1500	1500	1500	1500	400	1100
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.09	0.33	0.33	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:			840	135			41				90	
Crit Moves:			****	****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2 1 0	1	0	2 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	23	2370	24	1	1468	3	23	8	14	37	2	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:	23	2370	24	1	1468	3	23	8	14	37	2	9
User Adj:	1.00	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:	23	2370	24	1	1468	3	23	8	14	37	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2370	24	1	1468	3	23	8	14	37	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	2370	24	1	1468	3	23	8	14	37	2	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.99	0.01	1.00	0.38	0.62	1.00	0.62	0.38
Final Sat.:	1450	4306	44	1450	4341	9	1450	548	902	1450	906	544
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.00	0.34	0.34	0.02	0.01	0.02	0.03	0.00	0.02
Crit Volume:			798		1			23			37	
Crit Moves:			****		****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.638
Loss Time (sec):	9	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			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	2 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	9	2370	22	30	1445	48	48	29	2	24	14	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:	9	2370	22	30	1445	48	48	29	2	24	14	44
User Adj:	1.00	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:	9	2370	22	30	1445	48	48	29	2	24	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2370	22	30	1445	48	48	29	2	24	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2370	22	30	1445	48	48	29	2	24	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.61	0.37	0.02	0.29	0.17	0.54
Final Sat.:	1500	4459	41	1500	4355	145	911	551	38	439	256	805
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.02	0.33	0.33	0.05	0.05	0.05	0.05	0.05	0.05
Crit Volume:			797			30			48			82
Crit Moves:			****			****			****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1673	34	90	1098	0	0	0	0	37	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1673	34	90	1098	0	0	0	0	37	0	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:	0	1673	34	90	1098	0	0	0	0	37	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1673	34	90	1098	0	0	0	0	37	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1673	34	90	1098	0	0	0	0	37	0	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2940	60	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.06	0.37	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:			854	90				0		37		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.393
Loss Time (sec): 9 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			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	715	2	37	429	0	0	0	0	4	0	231
Growth Adj:	1.00	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	715	2	37	429	0	0	0	0	4	0	231
User Adj:	1.00	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	715	2	37	429	0	0	0	0	4	0	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	2	37	429	0	0	0	0	4	0	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	715	2	37	429	0	0	0	0	4	0	231
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2992	8	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.15
Crit Volume:			359	0				0				231
Crit Moves:			****	****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec):	120					Critical Vol./Cap. (X):					0.613						
Loss Time (sec):	9					Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	48					Level Of Service:					B						
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				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	1	1	0	1	0	1	1	0	0	0	1!	0	0	0	1	0	0	1
Volume Module:																				
Base Vol:	4	1210	101		141	609	3		4	8	6		72	2	145		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	4	1210	101		141	609	3		4	8	6		72	2	145		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	4	1210	101		141	609	3		4	8	6		72	2	145		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	4	1210	101		141	609	3		4	8	6		72	2	145		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
FinalVolume:	4	1210	101		141	609	3		4	8	6		72	2	145		
Saturation Flow Module:																	
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		
Adjustment:	1.00	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	1.85	0.15		1.00	1.99	0.01		0.22	0.45	0.33		0.97	0.03	1.00		
Final Sat.:	1450	2677	223		1450	2886	14		322	644	483		1411	39	1450		
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.45	0.45		0.10	0.21	0.21		0.01	0.01	0.01		0.05	0.05	0.10		
Crit Volume:		656			141					18				74			
Crit Moves:		****			****					****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec):	120					Critical Vol./Cap. (X):					0.498						
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	45					Level Of Service:					A						
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected				Protected				Split Phase				Split Phase				
Rights:	Ovl				Include				Ovl				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	2	0	1	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:																				
Base Vol:	18	1213	64		38	616	23		63	2	27		13	0	18		
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Initial Bse:	18	1213	64		38	616	23		63	2	27		13	0	18		
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
PHF Volume:	18	1213	64		38	616	23		63	2	27		13	0	18		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	18	1213	64		38	616	23		63	2	27		13	0	18		
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
FinalVolume:	18	1213	64		38	616	23		63	2	27		13	0	18		
Saturation Flow Module:																	
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	1.00	2.00	1.00		1.00	1.93	0.07		0.97	0.03	1.00		1.00	0.00	1.00		
Final Sat.:	1450	2900	1450		1450	2796	104		1405	45	1450		1450	0	1450		
Capacity Analysis Module:																	
Vol/Sat:	0.01	0.42	0.04		0.03	0.22	0.22		0.04	0.04	0.02		0.01	0.00	0.01		
Crit Volume:		607			38					65				13			
Crit Moves:		****			****					****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0	1	1	0 2	0 0	0	0 0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	661	341	64	442	0	0	0	0	262	2	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	661	341	64	442	0	0	0	0	262	2	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	661	341	64	442	0	0	0	0	262	2	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	661	341	64	442	0	0	0	0	262	2	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	661	341	64	442	0	0	0	0	262	2	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.61	0.39
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	915	585
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.23	0.04	0.15	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Volume:			341	64				0		262		
Crit Moves:			****	****						****		

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.848
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 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:		Ovl			Ovl			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 0	1	1	0 0	0 1	1	0 2	0	1	1 0 2 0 1
Volume Module:												
Base Vol:	126	0	314	290	0	45	57	1252	173	91	931	127
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	0	314	290	0	45	57	1252	173	91	931	127
User Adj:	1.00	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:	126	0	314	290	0	45	57	1252	173	91	931	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	0	314	290	0	45	57	1252	173	91	931	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	126	0	314	290	0	45	57	1252	173	91	931	127
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.22	0.20	0.00	0.03	0.04	0.43	0.12	0.06	0.32	0.09
Crit Volume:			314	290				626		0		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.411
Loss Time (sec):	12	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:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	814	9	1	460	15	100	18	217	23	37	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:	181	814	9	1	460	15	100	18	217	23	37	8
User Adj:	1.00	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:	181	814	9	1	460	15	100	18	217	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	814	9	1	460	15	100	18	217	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	814	9	1	460	15	100	18	217	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.94	0.06	0.85	0.15	1.00	0.38	0.62	1.00
Final Sat.:	1450	2868	32	1450	2808	92	1229	221	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.28	0.00	0.16	0.16	0.08	0.08	0.15	0.04	0.04	0.01
Crit Volume:	181				238			118			60	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.540
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	48	892	5	16	365	246	271	8	58	28	11	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	892	5	16	365	246	271	8	58	28	11	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	892	5	16	365	246	271	8	58	28	11	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	892	5	16	365	246	271	8	58	28	11	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	892	5	16	365	246	271	8	58	28	11	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.19	0.81	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2884	16	1450	1732	1168	1408	42	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.31	0.01	0.21	0.21	0.19	0.19	0.04	0.03	0.03	0.02
Crit Volume:			449	16				279			39	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.737
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	78	1065	34	291	272	189	80	34	37	146	83	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1065	34	291	272	189	80	34	37	146	83	85
User Adj:	1.00	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:	78	1065	34	291	272	189	80	34	37	146	83	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1065	34	291	272	189	80	34	37	146	83	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	1065	34	291	272	189	80	34	37	146	83	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.18	0.82	0.70	0.30	1.00	1.28	0.72	1.00
Final Sat.:	1450	2810	90	1450	1711	1189	1018	432	1450	1849	1051	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.38	0.20	0.16	0.16	0.08	0.08	0.03	0.08	0.08	0.06
Crit Volume:		550		291				114			115	
Crit Moves:		****		****				****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	145	1070	57	66	194	73	88	0	129	65	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	1070	57	66	194	73	88	0	129	65	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	145	1070	57	66	194	73	88	0	129	65	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1070	57	66	194	73	88	0	129	65	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1070	57	66	194	73	88	0	129	65	0	109
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2753	147	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.39	0.39	0.05	0.07	0.05	0.06	0.00	0.09	0.04	0.00	0.08
Crit Volume:			564	66			88					109
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.489
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	145	0	178	0	0	0	0	727	495	41	1321	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:	145	0	178	0	0	0	0	727	495	41	1321	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	145	0	0	0	0	0	0	727	0	41	1321	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	0	0	0	0	0	0	727	0	41	1321	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	145	0	0	0	0	0	0	727	0	41	1321	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.03	0.44	0.00
Crit Volume:	73			0			0			661		
Crit Moves:	****						****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	207	0	621	47	517	391	0	1091	401	263	903	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	0	621	47	517	391	0	1091	401	263	903	493
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	207	0	621	47	517	0	0	1091	401	263	903	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	621	47	517	0	0	1091	401	263	903	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	207	0	621	47	517	0	0	1091	401	263	903	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.21	0.03	0.17	0.00	0.00	0.18	0.27	0.09	0.20	0.00
Crit Volume:	104			259			0			301		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120			Critical Vol./Cap. (X):			0.709								
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx								
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:	Permitted			Permitted			Permitted			Permitted					
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1			
Volume Module:															
Base Vol:	0	0	0	721	0	142	1198	294	0	1547	562				
Growth Adj:	1.00	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	721	0	142	1198	294	0	1547	562				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	0	0	0	721	0	142	1198	0	0	1547	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	721	0	142	1198	0	0	1547	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
FinalVolume:	0	0	0	721	0	142	1198	0	0	1547	0				
Saturation Flow Module:															
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00			
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.09	0.00	0.37	0.00	0.00	0.48	0.00			
Crit Volume:		0		361			0				774				
Crit Moves:				****			****				****				

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120			Critical Vol./Cap. (X):			0.446								
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	26			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ignore			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:	0	0	0	0	0	0	0	0	3	0	1	2	0	2	0
Volume Module:															
Base Vol:	0	0	0	0	0	0	894	403	533	467	0				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	0	0	0	894	403	533	467	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	0	894	403	533	467	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	0	894	403	533	467	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	0	0	894	403	533	467	0				
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00			
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.27	0.18	0.16	0.00			
Crit Volume:	0			0					403	267					
Crit Moves:									****	****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.518
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	500	0	451	0	0	0	0	925	267	0	1656	149
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	0	451	0	0	0	0	925	267	0	1656	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	500	0	451	0	0	0	0	925	0	0	1656	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	0	451	0	0	0	0	925	0	0	1656	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	500	0	451	0	0	0	0	925	0	0	1656	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.15	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.37	0.00
Crit Volume:			226	0			0				552	
Crit Moves:			****				****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.398
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	135	0	589	0	1062	186	0	1590	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	135	0	589	0	1062	186	0	1590	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	135	0	0	0	1062	0	0	1590	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	135	0	0	0	1062	0	0	1590	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	135	0	0	0	1062	0	0	1590	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.24	0.00	0.00	0.35	0.00
Crit Volume:				0			68				530	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120			Critical Vol./Cap. (X):			0.710								
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	50			Level Of Service:			C								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ignore			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:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	3	0 0	0 1			
Volume Module:															
Base Vol:	0	1831	143	0	376	0	0	0	0	594	0	455			
Growth Adj:	1.00	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	1831	143	0	376	0	0	0	0	594	0	455			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	1831	0	0	376	0	0	0	0	594	0	455			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	1831	0	0	376	0	0	0	0	594	0	455			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	1831	0	0	376	0	0	0	0	594	0	455			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00			
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.41	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.00	0.30			
Crit Volume:		610		0			0					455			
Crit Moves:		****		****								****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120			Critical Vol./Cap. (X):			0.523								
Loss Time (sec):	6			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	30			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Permitted			Permitted					
Rights:	Include			Ignore			Ignore			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:	2	0 3	0 0	0	0 3	0 1	0	0 0	0 1	0	0 0	0 1			
Volume Module:															
Base Vol:	814	651	0	0	1134	146	0	0	205	0	0	456			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	814	651	0	0	1134	146	0	0	205	0	0	456			
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	814	651	0	0	1134	0	0	0	0	0	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	814	651	0	0	1134	0	0	0	0	0	0	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00			
FinalVolume:	814	651	0	0	1134	0	0	0	0	0	0	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00			
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500			
Capacity Analysis Module:															
Vol/Sat:	0.27	0.14	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
Crit Volume:	407				378		0				0				
Crit Moves:	****				****										

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.419
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	1352	172	356	829	0	0	0	541	0	0	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:	0	1352	172	356	829	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1352	0	356	829	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1352	0	356	829	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1352	0	356	829	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.12	0.18	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		451		178			0				0	
Crit Moves:		****		****								

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.843
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	145	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:	Ignore			Ovl			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 2	0 1	2	0 1!	0 1	2	0 1	1 0	0	0 4	0 1
Volume Module:												
Base Vol:	131	379	808	152	0	251	241	1688	226	0	1697	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	379	808	152	0	251	241	1688	226	0	1697	275
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	379	0	152	0	251	241	1688	226	0	1697	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	379	0	152	0	251	241	1688	226	0	1697	275
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	379	0	152	0	251	241	1688	226	0	1697	275
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.76	0.24	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2558	342	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.05	0.00	0.09	0.08	0.66	0.66	0.00	0.29	0.19
Crit Volume:		190		76					957	0		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0 1	0	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	7	224	1	32	10	277	4	4	226	450
Growth Adj:	1.00	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	7	224	1	32	10	277	4	4	226	450
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	224	1	32	10	277	4	4	226	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	224	1	32	10	277	4	4	226	450
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	224	1	32	10	277	4	4	226	450
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.31
Crit Volume:			7	224			10					450
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.764
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1608	72	86	1008	0	0	417	137	18	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1608	72	86	1008	0	0	417	137	18	0	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1608	0	86	1008	0	0	417	137	18	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1608	0	86	1008	0	0	417	137	18	0	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1608	0	86	1008	0	0	417	137	18	0	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.06	0.35	0.00	0.00	0.14	0.09	0.01	0.00	0.03
Crit Volume:		804		86				209		9		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.231
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	0	208	0	0	0	0	128	16	244	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	208	0	0	0	0	128	16	244	548	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	208	0	0	0	0	128	16	244	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	208	0	0	0	0	128	16	244	548	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:	30	0	208	0	0	0	0	128	16	244	548	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2667	333	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.14	0.00	0.00	0.00	0.00	0.05	0.05	0.16	0.18	0.00
Crit Volume:	30				0				72	244		
Crit Moves:	****								****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.599
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	443	1207	0	0	614	38	23	0	148	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:	443	1207	0	0	614	38	23	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	443	1207	0	0	614	38	23	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	1207	0	0	614	38	23	0	148	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:	443	1207	0	0	614	38	23	0	148	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.30	0.40	0.00	0.00	0.20	0.03	0.02	0.00	0.10	0.00	0.00	0.00
Crit Volume:	443				307				148	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.696
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	421	1366	0	265	517	46	31	2	22	0	6	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	421	1366	0	265	517	46	31	2	22	0	6	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	421	1366	0	265	517	46	31	2	22	0	6	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	1366	0	265	517	46	31	2	22	0	6	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	421	1366	0	265	517	46	31	2	22	0	6	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.17	1.83	0.00	0.09	0.91
Final Sat.:	1500	3000	0	1500	3000	1500	1500	250	2750	0	138	1362
Capacity Analysis Module:												
Vol/Sat:	0.28	0.46	0.00	0.18	0.17	0.03	0.02	0.01	0.01	0.00	0.04	0.04
Crit Volume:		683		265			31					65
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	48	0	0	0	0	2765	0	161	1033	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	48	0	0	0	0	2765	0	161	1033	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	48	0	0	0	0	2765	0	161	1033	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	48	0	0	0	0	2765	0	161	1033	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	48	0	0	0	0	2765	0	161	1033	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.46	0.00	0.11	0.17	0.00
Crit Volume:			48	0				691		161		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.477
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1! 0 0
Volume Module:												
Base Vol:	0	282	896	396	255	0	0	0	0	345	0	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:	0	282	896	396	255	0	0	0	0	345	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	282	0	396	255	0	0	0	0	345	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	282	0	396	255	0	0	0	0	345	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	282	0	396	255	0	0	0	0	345	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2907	0	93
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.26	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		141		396				0		178		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.353
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	2	0	0 0	0 0	0	1 0	1	2	0 1 0 0
Volume Module:												
Base Vol:	73	0	369	0	0	0	0	340	52	234	116	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:	73	0	369	0	0	0	0	340	52	234	116	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	0	0	0	0	0	0	340	52	234	116	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	0	0	0	0	0	0	340	52	234	116	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	0	0	0	0	0	0	340	52	234	116	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.23	0.03	0.08	0.08	0.00
Crit Volume:	73				0			340		117		
Crit Moves:	****							****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.517
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	101	117	117	266	103	186	105	915	98	61	319	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	117	117	266	103	186	105	915	98	61	319	52
User Adj:	1.00	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:	101	117	117	266	103	186	105	915	98	61	319	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	117	117	266	103	186	105	915	98	61	319	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	101	117	117	266	103	186	105	915	98	61	319	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.08	0.08	0.18	0.07	0.13	0.07	0.21	0.07	0.04	0.07	0.04
Crit Volume:		117		266				305		61		
Crit Moves:		****		****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	26	1652	9	174	1514	214	542	0	21	0	0	157
Growth Adj:	1.00	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	1652	9	174	1514	214	542	0	21	0	0	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1652	9	174	1514	214	542	0	21	0	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1652	9	174	1514	214	542	0	21	0	0	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	1652	9	174	1514	214	542	0	21	0	0	157
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.01	0.12	0.35	0.15	0.19	0.00	0.01	0.00	0.00	0.11
Crit Volume:		551		174			271				0	
Crit Moves:		****		****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	17	1260	42	306	1060	88	170	476	5	25	191	290
Growth Adj:	1.00	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	1260	42	306	1060	88	170	476	5	25	191	290
User Adj:	1.00	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:	17	1260	42	306	1060	88	170	476	5	25	191	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1260	42	306	1060	88	170	476	5	25	191	290
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	17	1260	42	306	1060	88	170	476	5	25	191	290
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.03	0.11	0.24	0.06	0.06	0.11	0.00	0.01	0.07	0.20
Crit Volume:		630			0			85				290
Crit Moves:		****			****			****				****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3	0	1	1	0	3	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	0	1653	37	70	1466	0	0	0	0	70	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1653	37	70	1466	0	0	0	0	70	0	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:	0	1653	37	70	1466	0	0	0	0	70	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1653	37	70	1466	0	0	0	0	70	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1653	37	70	1466	0	0	0	0	70	0	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.67	0.00	0.33
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1010	0	490
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.02	0.05	0.33	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Volume:		551			70			0				104
Crit Moves:		****			****							****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.228
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	54	0	39	0	0	0	0	6	155	126	7	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:	54	0	39	0	0	0	0	6	155	126	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	0	39	0	0	0	0	6	155	126	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	0	39	0	0	0	0	6	155	126	7	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:	54	0	39	0	0	0	0	6	155	126	7	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.95	0.05	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1421	79	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.10	0.09	0.09	0.00
Crit Volume:	54			0					155		133	
Crit Moves:	****								****		****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.514
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	49	496	13	311	474	38	57	65	41	52	6	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	496	13	311	474	38	57	65	41	52	6	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	496	13	311	474	38	57	65	41	52	6	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	496	13	311	474	38	57	65	41	52	6	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	496	13	311	474	38	57	65	41	52	6	65
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.47	0.53	1.00	0.90	0.10	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	677	773	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.01	0.21	0.16	0.03	0.08	0.08	0.03	0.04	0.04	0.04
Crit Volume:		248		311				122				65
Crit Moves:		****		****				****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.788
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	0	0	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	648	21	75	399	0	0	0	0	20	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	648	21	75	399	0	0	0	0	20	0	459
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	648	21	75	399	0	0	0	0	20	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	648	21	75	399	0	0	0	0	20	0	459
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	648	21	75	399	0	0	0	0	20	0	459
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.01	0.05	0.27	0.00	0.00	0.00	0.00	0.01	0.00	0.31
Crit Volume:		648		75			0					459
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec):	100	Critical Vol./Cap. (X):	1.010
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	83	0	220	807	1947	0	0	1873	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:	0	0	0	83	0	220	807	1947	0	0	1873	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	0	807	1947	0	0	1873	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	0	807	1947	0	0	1873	48
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:	0	0	0	83	0	0	807	1947	0	0	1873	48
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.54	0.43	0.00	0.00	0.42	0.03
Crit Volume:				83			807				624	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.477
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	50	1026	0	22	1041	61	89	3	23	0	1	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1026	0	22	1041	61	89	3	23	0	1	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	1026	0	22	1041	61	89	3	23	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1026	0	22	1041	61	89	3	23	0	1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1026	0	22	1041	61	89	3	23	0	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.12	0.88	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2739	161	1450	167	1283	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.00	0.02	0.38	0.38	0.06	0.02	0.02	0.00	0.00	0.00
Crit Volume:	50			551			89			1		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			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 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	88	5	116	43	6	0	0	741	119	165	486	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	5	116	43	6	0	0	741	119	165	486	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:	88	5	116	43	6	0	0	741	119	165	486	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	5	116	43	6	0	0	741	119	165	486	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:	88	5	116	43	6	0	0	741	119	165	486	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	0.88	0.12	0.00	1.00	1.72	0.28	1.00	1.89	0.11
Final Sat.:	1372	78	1450	1272	178	0	1450	2499	401	1450	2742	158
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.03	0.03	0.00	0.00	0.30	0.30	0.11	0.18	0.18
Crit Volume:			116		49			430		165		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100			Critical Vol./Cap. (X):			0.140									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	27			Level Of Service:			A									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0				
Volume Module:																
Base Vol:	6	0	55	0	0	0	0	199	12	55	322	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:	6	0	55	0	0	0	0	199	12	55	322	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	6	0	55	0	0	0	0	199	12	55	322	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	6	0	55	0	0	0	0	199	12	55	322	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:	6	0	55	0	0	0	0	199	12	55	322	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00				
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00				
Crit Volume:			55	0				99		55						
Crit Moves:			****					****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100			Critical Vol./Cap. (X):			0.576									
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx									
Optimal Cycle:	54			Level Of Service:			A									
Approach:	North Bound			South Bound			East Bound			West Bound						
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R				
Control:	Protected			Protected			Protected			Protected						
Rights:	Include			Include			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0				
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0				
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0				
Volume Module:																
Base Vol:	93	1134	0	0	822	19	109	0	297	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:	93	1134	0	0	822	19	109	0	297	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	93	1134	0	0	822	19	109	0	297	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	93	1134	0	0	822	19	109	0	297	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:	93	1134	0	0	822	19	109	0	297	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.06	0.38	0.00	0.00	0.27	0.01	0.07	0.00	0.20	0.00	0.00	0.00				
Crit Volume:		567		0					297	0						
Crit Moves:		****		****					****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap. (X):	0.480
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	167	2603	0	0	1801	172
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	167	2603	0	0	1801	172
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	167	2603	0	0	1801	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	167	2603	0	0	1801	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	167	2603	0	0	1801	172
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.38	0.11
Crit Volume:	0			0			167				600	
Crit Moves:							****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap. (X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	357	910	36	70	294	0	0	394	556	86	162	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:	357	910	36	70	294	0	0	394	556	86	162	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	357	910	36	70	294	0	0	394	0	86	162	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	910	36	70	294	0	0	394	0	86	162	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	357	910	36	70	294	0	0	394	0	86	162	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.02	0.05	0.10	0.00	0.00	0.14	0.00	0.06	0.06	0.05
Crit Volume:		455		70				197		86		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				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	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	23	1290	108		13	1095	6		20	32	68		205	7	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	1290	108		13	1095	6		20	32	68		205	7	16	
User Adj:	1.00	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:	23	1290	108		13	1095	6		20	32	68		205	7	16	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	1290	108		13	1095	6		20	32	68		205	7	16	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	23	1290	108		13	1095	6		20	32	68		205	7	16	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.07		0.01	0.25	0.00		0.01	0.02	0.05		0.14	0.00	0.01	
Crit Volume:		430				13					68		205			
Crit Moves:		****				****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	7	1388	46		59	1314	2		10	7	23		58	3	92	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	7	1388	46		59	1314	2		10	7	23		58	3	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:	7	1388	46		59	1314	2		10	7	23		58	3	92	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	7	1388	46		59	1314	2		10	7	23		58	3	92	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	7	1388	46		59	1314	2		10	7	23		58	3	92	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.32	0.03		0.04	0.30	0.00		0.01	0.00	0.02		0.04	0.00	0.06	
Crit Volume:		463				59				10					92	
Crit Moves:		****				****				****					****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.699		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	76	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	83	834	292	143	842	539	539	1285	1	195	1183	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	834	292	143	842	539	539	1285	1	195	1183	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	834	292	143	842	539	539	1285	1	195	1183	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	834	292	143	842	539	539	1285	1	195	1183	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	834	292	143	842	539	539	1285	1	195	1183	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.20	0.05	0.19	0.37	0.19	0.30	0.00	0.07	0.27	0.04
Crit Volume:		278			72			270			394	
Crit Moves:		****			****			****			****	

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Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.448		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	41	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	29	1106	88	3	1136	29	91	65	89	153	39	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:	29	1106	88	3	1136	29	91	65	89	153	39	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1106	88	3	1136	29	91	65	89	153	39	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1106	88	3	1136	29	91	65	89	153	39	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:	29	1106	88	3	1136	29	91	65	89	153	39	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.06	0.00	0.26	0.02	0.06	0.04	0.06	0.11	0.03	0.00
Crit Volume:	29				379				89	153		
Crit Moves:	****				****				****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.448
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	1083	108	109	1357	10	41	135	12	112	64	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:	10	1083	108	109	1357	10	41	135	12	112	64	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1083	108	109	1357	10	41	135	12	112	64	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1083	108	109	1357	10	41	135	12	112	64	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1083	108	109	1357	10	41	135	12	112	64	105
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.25	0.07	0.08	0.31	0.01	0.03	0.05	0.01	0.08	0.02	0.07
Crit Volume:		361		109				68		112		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.783
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	31	685	570	273	749	510	425	1075	11	170	903	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	685	570	273	749	510	425	1075	11	170	903	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	685	570	273	749	510	425	1075	11	170	903	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	685	570	273	749	510	425	1075	11	170	903	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	31	685	570	273	749	510	425	1075	11	170	903	177
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.39	0.09	0.17	0.35	0.15	0.25	0.01	0.06	0.21	0.12
Crit Volume:			570	137			212				301	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.275
Loss Time (sec): 0 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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	77	26	31	3	121	22	37	368	71	17	152	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	26	31	3	121	22	37	368	71	17	152	3
User Adj:	1.00	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:	77	26	31	3	121	22	37	368	71	17	152	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	26	31	3	121	22	37	368	71	17	152	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	77	26	31	3	121	22	37	368	71	17	152	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.00	0.08	0.02	0.03	0.13	0.05	0.01	0.05	0.00
Crit Volume:	77			121			184			17		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.598
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	172	57	13	170	102	81	7	1768	142	4	1109	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	57	13	170	102	81	7	1768	142	4	1109	62
User Adj:	1.00	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:	172	57	13	170	102	81	7	1768	142	4	1109	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	57	13	170	102	81	7	1768	142	4	1109	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	172	57	13	170	102	81	7	1768	142	4	1109	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.01	0.12	0.07	0.06	0.00	0.41	0.10	0.00	0.25	0.04
Crit Volume:	172			102			589			4		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	2	0	1	0	0	2	0	0
Volume Module:												
Base Vol:	62	0	95	0	0	0	0	1290	53	27	594	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:	62	0	95	0	0	0	0	1290	53	27	594	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	0	95	0	0	0	0	1290	53	27	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	0	95	0	0	0	0	1290	53	27	594	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:	62	0	95	0	0	0	0	1290	53	27	594	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.43	0.04	0.02	0.20	0.00
Crit Volume:			95	0				645		27		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.284
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	65	28	16	54	7	38	485	99	89	160	3
Growth Adj:	1.00	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	65	28	16	54	7	38	485	99	89	160	3
User Adj:	1.00	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:	20	65	28	16	54	7	38	485	99	89	160	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	65	28	16	54	7	38	485	99	89	160	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	20	65	28	16	54	7	38	485	99	89	160	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.04	0.02	0.01	0.04	0.00	0.03	0.17	0.07	0.06	0.06	0.00
Crit Volume:			65	16				242		89		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	142	0	41	76	1748	0	0	991	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	142	0	41	76	1748	0	0	991	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	142	0	41	76	1748	0	0	991	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	41	76	1748	0	0	991	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:	0	0	0	142	0	41	76	1748	0	0	991	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.03	0.05	0.39	0.00	0.00	0.22	0.04
Crit Volume:		0		142				583		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.498
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	1
Volume Module:												
Base Vol:	0	9	2	107	22	18	8	1727	67	30	1506	12
Growth Adj:	1.00	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	9	2	107	22	18	8	1727	67	30	1506	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:	1.00	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	9	2	107	22	18	8	1727	67	30	1506	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	9	2	107	22	18	8	1727	67	30	1506	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	2	107	22	18	8	1727	67	30	1506	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.07	0.02	0.01	0.01	0.40	0.05	0.02	0.35	0.01
Crit Volume:		9		107				576		30		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.449
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	15	1134	58	5	1344	132	49	6	54	134	17	19
Growth Adj:	1.00	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	1134	58	5	1344	132	49	6	54	134	17	19
User Adj:	1.00	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:	15	1134	58	5	1344	132	49	6	54	134	17	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1134	58	5	1344	132	49	6	54	134	17	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1134	58	5	1344	132	49	6	54	134	17	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.04	0.00	0.31	0.09	0.03	0.00	0.04	0.09	0.01	0.01
Crit Volume:	15				448				54	134		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.175
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	59	0	4	0	0	1	2	382	0	3	232	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:	59	0	4	0	0	1	2	382	0	3	232	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	0	4	0	0	1	2	382	0	3	232	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	4	0	0	1	2	382	0	3	232	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:	59	0	4	0	0	1	2	382	0	3	232	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.08	0.00
Crit Volume:	59					1		191		3		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.263
Loss Time (sec):	0	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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	19	3	112	0	2	14	13	510	7	14	173	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:	19	3	112	0	2	14	13	510	7	14	173	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	112	0	2	14	13	510	7	14	173	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	112	0	2	14	13	510	7	14	173	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:	19	3	112	0	2	14	13	510	7	14	173	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.01	0.01	0.18	0.00	0.01	0.06	0.00
Crit Volume:			112	0				255		14		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap. (X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	84	1391	15	4	1304	60	21	0	36	35	1	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1391	15	4	1304	60	21	0	36	35	1	10
User Adj:	1.00	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:	84	1391	15	4	1304	60	21	0	36	35	1	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1391	15	4	1304	60	21	0	36	35	1	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	84	1391	15	4	1304	60	21	0	36	35	1	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.01	0.00	0.30	0.04	0.01	0.00	0.02	0.02	0.00	0.01
Crit Volume:	84				435				36	35		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	29	1362	39	64	1316	15	58	9	98	110	4	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1362	39	64	1316	15	58	9	98	110	4	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1362	39	64	1316	15	58	9	98	110	4	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1362	39	64	1316	15	58	9	98	110	4	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1362	39	64	1316	15	58	9	98	110	4	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.03	0.04	0.30	0.01	0.04	0.01	0.07	0.08	0.00	0.01
Crit Volume:		454		64					98	110		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.067
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	10	1	0	27	3	1	1	135	3	2	95	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:	10	1	0	27	3	1	1	135	3	2	95	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1	0	27	3	1	1	135	3	2	95	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	0	27	3	1	1	135	3	2	95	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1	0	27	3	1	1	135	3	2	95	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.00	0.00	0.00	0.05	0.00	0.00	0.03	0.01
Crit Volume:		1		27				68		2		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.343
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	1227	21	0	1378	0	0	0	0	55	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	1227	21	0	1378	0	0	0	0	55	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1227	21	0	1378	0	0	0	0	55	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1227	21	0	1378	0	0	0	0	55	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:	0	1227	21	0	1378	0	0	0	0	55	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.01	0.00	0.31	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:	0				459			0		55		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.450
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	48	0	79	257	1459	0	0	1110	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	79	257	1459	0	0	1110	88
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	0	257	1459	0	0	1110	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	0	257	1459	0	0	1110	88
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:	0	0	0	48	0	0	257	1459	0	0	1110	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.17	0.32	0.00	0.00	0.25	0.06
Crit Volume:		0			48			257			370	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	32	0	1914	0	0	972	143
Growth Adj:	1.00	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	0	0	32	0	1914	0	0	972	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	32	0	1914	0	0	972	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	32	0	1914	0	0	972	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	32	0	1914	0	0	972	143
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.43	0.00	0.00	0.22	0.10
Crit Volume:	0					32		638		0		
Crit Moves:						****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	53	0	60	176	1771	0	0	868	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	60	176	1771	0	0	868	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	60	176	1771	0	0	868	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	60	176	1771	0	0	868	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	60	176	1771	0	0	868	163
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.12	0.39	0.00	0.00	0.19	0.11
Crit Volume:				0		53		590		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec):	100	Critical Vol./Cap. (X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	46	1157	123	27	881	29	105	10	114	119	6	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:	46	1157	123	27	881	29	105	10	114	119	6	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1157	123	27	881	29	105	10	114	119	6	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1157	123	27	881	29	105	10	114	119	6	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1157	123	27	881	29	105	10	114	119	6	41
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.08	0.02	0.20	0.02	0.07	0.01	0.08	0.08	0.00	0.03
Crit Volume:		386		27					114	119		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec):	100	Critical Vol./Cap. (X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	37	1135	25	24	1052	15	83	7	32	83	13	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	37	1135	25	24	1052	15	83	7	32	83	13	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1135	25	24	1052	15	83	7	32	83	13	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1135	25	24	1052	15	83	7	32	83	13	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	37	1135	25	24	1052	15	83	7	32	83	13	102
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.02	0.02	0.24	0.01	0.06	0.00	0.02	0.06	0.01	0.07
Crit Volume:		378		24			83					102
Crit Moves:		****		****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.220
Loss Time (sec):	0	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:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	44	0	14	0	0	0	0	505	12	34	196	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	14	0	0	0	0	505	12	34	196	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	14	0	0	0	0	505	12	34	196	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	14	0	0	0	0	505	12	34	196	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:	44	0	14	0	0	0	0	505	12	34	196	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.17	0.01	0.02	0.07	0.00
Crit Volume:	44				0			253		34		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	53	1403	28	64	1310	49	85	14	127	107	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:	53	1403	28	64	1310	49	85	14	127	107	17	139
User Adj:	1.00	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:	53	1403	28	64	1310	49	85	14	127	107	17	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1403	28	64	1310	49	85	14	127	107	17	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	53	1403	28	64	1310	49	85	14	127	107	17	139
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.02	0.04	0.30	0.03	0.06	0.01	0.09	0.07	0.01	0.10
Crit Volume:		468			64				127	107		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.463
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	18	1387	163	103	1452	11	39	3	52	54	1	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1387	163	103	1452	11	39	3	52	54	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1387	163	103	1452	11	39	3	52	54	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1387	163	103	1452	11	39	3	52	54	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1387	163	103	1452	11	39	3	52	54	1	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.11	0.07	0.33	0.01	0.03	0.00	0.04	0.04	0.00	0.04
Crit Volume:		462		103					52	54		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	836	259	21	152	7	1	63	20	136	29	20
Growth Adj:	1.00	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	836	259	21	152	7	1	63	20	136	29	20
User Adj:	1.00	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:	35	836	259	21	152	7	1	63	20	136	29	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	836	259	21	152	7	1	63	20	136	29	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	836	259	21	152	7	1	63	20	136	29	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.91	0.09	0.02	0.98	1.00	0.73	0.16	0.11
Final Sat.:	1450	1450	1450	1450	2772	128	23	1427	1450	1066	227	157
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.18	0.01	0.05	0.05	0.04	0.04	0.01	0.13	0.13	0.13
Crit Volume:		836		21				64			185	
Crit Moves:		****		****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120					Critical Vol./Cap. (X):				0.516						
Loss Time (sec):	9					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				Split Phase				Split Phase			
Rights:	Include				Ovl				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	1!	0 0	1	0	1	1 0
Volume Module:																
Base Vol:	1	355	300		1	107	134		364	369	2		32	90	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	355	300		1	107	134		364	369	2		32	90	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	1	355	300		1	107	134		364	369	2		32	90	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	355	300		1	107	134		364	369	2		32	90	2	
PCE Adj:	1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	1	355	300		2	107	134		364	369	2		32	90	2	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.01	0.99	1.00		0.01	0.99	1.00		1.00	0.99	0.01		1.00	1.96	0.04	
Final Sat.:	4	1496	1500		14	1486	1500		1500	1492	8		1500	2935	65	
Capacity Analysis Module:																
Vol/Sat:	0.24	0.24	0.20		0.07	0.07	0.09		0.24	0.25	0.25		0.02	0.03	0.03	
Crit Volume:		356				1					371				46	
Crit Moves:		****				****					****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec):	120					Critical Vol./Cap. (X):				0.401						
Loss Time (sec):	6					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	24					Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				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	1	0	0 1	0	0	1!	0 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	180	30	36		3	19	9		7	413	222		10	207	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	180	30	36		3	19	9		7	413	222		10	207	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	180	30	36		3	19	9		7	413	222		10	207	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	180	30	36		3	19	9		7	413	222		10	207	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		2.00	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:	180	30	36		3	19	9		7	413	222		20	207	2	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.86	0.14	1.00		0.10	0.61	0.29		0.02	0.98	1.00		0.05	0.95	1.00	
Final Sat.:	1371	229	1600		155	981	465		27	1573	1600		74	1526	1600	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.13	0.02		0.02	0.02	0.02		0.26	0.26	0.14		0.14	0.14	0.00	
Crit Volume:	180						31			420			10			
Crit Moves:	****						****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.449
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	4	39	46	38	23	27	97	561	9	25	224	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	39	46	38	23	27	97	561	9	25	224	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	39	46	38	23	27	97	561	9	25	224	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	39	46	38	23	27	97	561	9	25	224	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	39	46	38	23	27	97	561	9	25	224	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.46	0.54	1.00	0.46	0.54	1.00	0.98	0.02	1.00	0.66	0.34
Final Sat.:	1600	734	866	1600	736	864	1600	1575	25	1600	1060	540
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.03	0.03	0.06	0.36	0.36	0.02	0.21	0.21
Crit Volume:			85	38				570		25		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0	0	1	0
Volume Module:												
Base Vol:	11	58	416	17	26	7	19	447	18	211	215	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	58	416	17	26	7	19	447	18	211	215	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	58	0	17	26	7	19	447	18	211	215	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	58	0	17	26	7	19	447	18	211	215	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	58	0	17	26	7	19	447	18	211	215	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	1.00	0.34	0.52	0.14	1.00	0.96	0.04	1.00	0.90	0.10
Final Sat.:	239	1261	1500	510	780	210	1500	1442	58	1500	1344	156
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.03	0.03	0.03	0.01	0.31	0.31	0.14	0.16	0.16
Crit Volume:			69	17				465		240		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.552
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	257	912	28	90	858	20	83	166	314	78	160	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:	257	912	28	90	858	20	83	166	314	78	160	42
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	257	912	28	90	858	0	83	166	0	78	160	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	912	28	90	858	0	83	166	0	78	160	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	257	912	28	90	858	0	83	166	0	78	160	42
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.02	0.06	0.30	0.00	0.06	0.11	0.00	0.05	0.11	0.03
Crit Volume:	129			429			83			160		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0 1	0	0 2
Volume Module:												
Base Vol:	0	7	1	745	20	522	642	31	7	1	30	547
Growth Adj:	1.00	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	7	1	745	20	522	642	31	7	1	30	547
User Adj:	1.00	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	7	1	745	20	522	642	31	7	1	30	547
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	745	20	522	642	31	7	1	30	547
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	745	20	522	642	31	7	1	30	547
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.89	0.09	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2824	76	1450	2738	132	30	47	1403	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.26	0.36	0.23	0.23	0.23	0.02	0.02	0.19
Crit Volume:		7			383			340			31	
Crit Moves:		****			****				****		****	

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Cumulative Plus Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.317	A xxxxx	0.317	+ 0.000 V/C
#305 Watt Ave/PFE Rd	B xxxxx	0.642	B xxxxx	0.642	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E xxxxx	0.905	E xxxxx	0.905	+ 0.000 V/C

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Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.317
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1 0	0 1	0	0	1! 0	0	1 0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	22	5	39	13	1	1	2	1004	13	52	1238	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	5	39	13	1	1	2	1004	13	52	1238	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	5	39	13	1	1	2	1004	13	52	1238	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	5	39	13	1	1	2	1004	13	52	1238	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	5	39	13	1	1	2	1004	13	52	1238	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.87	0.06	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1161	264	1425	1235	95	95	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.01	0.01	0.00	0.23	0.01	0.04	0.29	0.01
Crit Volume:	22					15	2				413	
Crit Moves:	****					****	****				****	

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Cumulative Plus Project AM
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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	3 0 1	2	0	3 0 1	0	0	1! 0 0	1	1	0 0 2
Volume Module:												
Base Vol:	7	1804	274	320	1847	3	11	7	16	237	1	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:	7	1804	274	320	1847	3	11	7	16	237	1	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1804	274	320	1847	3	11	7	16	237	1	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1804	274	320	1847	3	11	7	16	237	1	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:	7	1804	274	320	1847	3	11	7	16	237	1	99
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.32	0.21	0.47	1.99	0.01	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	461	293	671	2838	12	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.19	0.11	0.43	0.00	0.02	0.02	0.02	0.08	0.08	0.03
Crit Volume:		601		160			34			119		
Crit Moves:		****		****			****			****		

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Cumulative Plus Project AM
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	219	1505	160	67	1378	164	121	170	377	166	72	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:	219	1505	160	67	1378	164	121	170	377	166	72	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:	219	1505	160	67	1378	164	121	170	377	166	72	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	1505	160	67	1378	164	121	170	377	166	72	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:	219	1505	160	67	1378	164	121	170	377	166	72	35
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.16	0.55	0.12	0.05	0.50	0.12	0.09	0.12	0.27	0.12	0.05	0.03
Crit Volume:	219				689			170		166		
Crit Moves:	****				****			****		****		

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Cumulative Plus Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	D xxxxx	0.887	D xxxxx	0.887	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	D xxxxx	0.877	D xxxxx	0.877	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F xxxxx	1.165	F xxxxx	1.165	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	B xxxxx	0.608	B xxxxx	0.608	+ 0.000 V/C
#313 Watt Ave/Elkhorn	D xxxxx	0.863	D xxxxx	0.863	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	B xxxxx	0.647	B xxxxx	0.647	+ 0.000 V/C

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Cumulative Plus Project AM
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.887
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	138	1467	130	217	1898	489	558	694	74	193	699	420
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1467	130	217	1898	489	558	694	74	193	699	420
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1467	130	217	1898	489	558	694	74	193	699	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1467	130	217	1898	489	558	694	74	193	699	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	138	1467	130	217	1898	489	558	694	74	193	699	420
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.09	0.07	0.42	0.33	0.19	0.23	0.05	0.06	0.23	0.28
Crit Volume:	69				633		279				350	
Crit Moves:	****				****		****				****	

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Cumulative Plus Project AM
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.877
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	87	813	295	567	1481	89	169	1085	309	341	804	560				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	87	813	295	567	1481	89	169	1085	309	341	804	560				
User Adj:	1.00	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:	87	813	295	567	1481	89	169	1085	309	341	804	560				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	87	813	295	567	1481	89	169	1085	309	341	804	560				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	87	813	295	567	1481	89	169	1085	309	341	804	560				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.20	0.19	0.49	0.06	0.06	0.24	0.21	0.11	0.18	0.37				
Crit Volume:	43			741			362			171						
Crit Moves:	****			****			****			****						

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Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.165
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	192	1124	14	58	1496	250	241	354	266	275	566	59				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	192	1124	14	58	1496	250	241	354	266	275	566	59				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	192	1124	14	58	1496	250	241	354	266	275	566	59				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	192	1124	14	58	1496	250	241	354	266	275	566	59				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	192	1124	14	58	1496	250	241	354	266	275	566	59				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00				
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.37	0.01	0.04	0.50	0.17	0.16	0.12	0.18	0.18	0.38	0.04				
Crit Volume:	192			748			241			566						
Crit Moves:	****			****			****			****						

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.608
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	221	765	73		98	1077	338		212	283	93		149	295	13	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	221	765	73		98	1077	338		212	283	93		149	295	13	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	221	765	73		98	1077	338		212	283	93		149	295	13	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	221	765	73		98	1077	338		212	283	93		149	295	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:	221	765	73		98	1077	338		212	283	93		149	295	13	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	1.51	0.49		2.00	2.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	2258	742		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.26	0.05		0.03	0.36	0.23		0.07	0.13	0.13		0.05	0.10	0.01	
Crit Volume:	111				539				188				75			
Crit Moves:	****				****				****				****			

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Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 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:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	169	947	93		164	2079	365		221	807	335		228	687	182	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	169	947	93		164	2079	365		221	807	335		228	687	182	
User Adj:	1.00	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:	169	947	93		164	2079	365		221	807	335		228	687	182	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	169	947	93		164	2079	365		221	807	335		228	687	182	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	169	947	93		164	2079	365		221	807	335		228	687	182	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.21	0.06		0.05	0.46	0.24		0.07	0.27	0.22		0.08	0.23	0.12	
Crit Volume:	84				693				404				114			
Crit Moves:	****				****				****				****			

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Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:		Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	155	598	149	446	1101	144	42	953	168	25	822	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	598	149	446	1101	144	42	953	168	25	822	376
User Adj:	1.00	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:	155	598	149	446	1101	144	42	953	168	25	822	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	598	149	446	1101	144	42	953	168	25	822	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	155	598	149	446	1101	144	42	953	168	25	822	376
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.10	0.15	0.37	0.10	0.03	0.21	0.11	0.02	0.18	0.25
Crit Volume:	78			551			318			25		
Crit Moves:	****			****			****			****		

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Cumulative Plus Project AM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#303 Pleasent Grove N/Riego	B xxxxx	0.686	B xxxxx	0.686	+ 0.000 V/C
#304 Pleasent Grove S/Riego	B xxxxx	0.610	B xxxxx	0.610	+ 0.000 V/C
#316 SR 99 NB Off Ramp / Riego Rd	A xxxxx	0.550	A xxxxx	0.550	+ 0.000 V/C
#317 SR 99 SB Off Ramp/Riego Rd	A xxxxx	0.130	A xxxxx	0.130	+ 0.000 V/C

Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0 0	0	0	1	0 0	0	1	1	0 2	0	0	0	0 2	0	1
Volume Module:																
Base Vol:	0	0	0		301	0	2		34	1149	0		0	1284	108	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		301	0	2		34	1149	0		0	1284	108	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		301	0	2		34	1149	0		0	1284	108	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		301	0	2		34	1149	0		0	1284	108	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		301	0	2		34	1149	0		0	1284	108	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1425	0	1425		1425	2850	0		0	2850	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.21	0.00	0.00		0.02	0.40	0.00		0.00	0.45	0.08	
Crit Volume:		0			301				34					642		
Crit Moves:					****				****					****		

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Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				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	0 1	0	0	0	0 0	0	0	2	0 1	1	1	3	0 0
Volume Module:																
Base Vol:	338	0	247		0	0	0		0	978	472		175	1051	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:	338	0	247		0	0	0		0	978	472		175	1051	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	338	0	247		0	0	0		0	978	472		175	1051	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	338	0	247		0	0	0		0	978	472		175	1051	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		4.00	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:	338	0	247		0	0	0		0	978	472		700	1051	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		2.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		3000	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.00	0.16		0.00	0.00	0.00		0.00	0.33	0.31		0.06	0.23	0.00	
Crit Volume:	338					0				489				88		
Crit Moves:	****									****				****		

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Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.550
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Permitted				Permitted			
Rights:	Ignore				Include				Ignore				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	0 2	0	0	0	0 0	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	138	0	806		0	0	0		0	152	11		0	1373	72	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	138	0	806		0	0	0		0	152	11		0	1373	72	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
PHF Volume:	138	0	0		0	0	0		0	152	0		0	1373	72	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	138	0	0		0	0	0		0	152	0		0	1373	72	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00	
FinalVolume:	138	0	0		0	0	0		0	152	0		0	1373	72	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	2.00		0.00	0.00	0.00		0.00	2.00	1.00		0.00	2.00	1.00	
Final Sat.:	1500	0	3000		0	0	0		0	3000	1500		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.00	0.00		0.00	0.00	0.00		0.00	0.05	0.00		0.00	0.46	0.05	
Crit Volume:	138					0				0				687		
Crit Moves:	****									****				****		

Cumulative Plus Project AM Fri Oct 16, 2009 09:59:52 Page 6-1

Cumulative Plus Project AM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.130
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	1	0	24	0	179	161	0	311	1200
Growth Adj:	1.00	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	1	0	24	0	179	161	0	311	1200
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:	0	0	0	1	0	24	0	179	161	0	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	24	0	179	161	0	311	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1	0	24	0	179	161	0	311	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.06	0.11	0.00	0.11	0.00
Crit Volume:	0					24			161	0		
Crit Moves:						****			****	****		

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2025 CUMULATIVE PLUS PROJECT CONDITIONS
WITH PARTIAL PLACER PARKWAY
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.750	C	xxxxx	0.750	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.061	F	xxxxx	1.061	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.133	F	xxxxx	1.133	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.913	E	xxxxx	0.913	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.121	F	xxxxx	1.121	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.264	F	xxxxx	1.264	+ 0.000

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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.944	E	xxxxx	0.944	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx		0.565	A	xxxxx		0.565	+ 0.000
# 50 Foothills & Baseline/Main	D	xxxxx		0.853	D	xxxxx		0.853	+ 0.000
# 51 Foothills & Misty Wood/Nec	A	xxxxx		0.532	A	xxxxx		0.532	+ 0.000
# 52 Foothills Bl & Albertsons Dr	B	xxxxx		0.657	B	xxxxx		0.657	+ 0.000
# 53 Foothills Bl & Atkinson Rd	A	xxxxx		0.555	A	xxxxx		0.555	+ 0.000
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx		0.742	C	xxxxx		0.742	+ 0.000
# 55 Foothills Bl & HP South	A	xxxxx		0.511	A	xxxxx		0.511	+ 0.000
# 56 Foothills Bl & Junction Bl	D	xxxxx		0.800	D	xxxxx		0.800	+ 0.000
# 57 Foothills Bl & Mcanally Dr	C	xxxxx		0.788	C	xxxxx		0.788	+ 0.000
# 58 Foothills Bl & Pleasant Grove	E	xxxxx		0.910	E	xxxxx		0.910	+ 0.000
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx		0.590	A	xxxxx		0.590	+ 0.000
# 60 Foothills Bl & Vineyard Rd	D	xxxxx		0.808	D	xxxxx		0.808	+ 0.000
# 61 Galleria & Antelope Creek	B	xxxxx		0.649	B	xxxxx		0.649	+ 0.000
# 62 Galleria & Berry	D	xxxxx		0.859	D	xxxxx		0.859	+ 0.000
# 63 Galleria & Roseville Pkwy	F	xxxxx		1.020	F	xxxxx		1.020	+ 0.000
# 64 Harding & Wills	C	xxxxx		0.778	C	xxxxx		0.778	+ 0.000
# 65 Harding Bl & Estates Dr	B	xxxxx		0.680	B	xxxxx		0.680	+ 0.000
# 66 Harding Bl & Lead Hill Bl	C	xxxxx		0.773	C	xxxxx		0.773	+ 0.000
# 67 Harding Bl & Roseville Square	B	xxxxx		0.616	B	xxxxx		0.616	+ 0.000
# 68 Junction & Stonecrest/Magenta	A	xxxxx		0.462	A	xxxxx		0.462	+ 0.000
# 69 Junction Bl & Americana Dr	A	xxxxx		0.450	A	xxxxx		0.450	+ 0.000
# 70 Junction Bl & Baseline Rd	C	xxxxx		0.771	C	xxxxx		0.771	+ 0.000
# 71 Junction Bl & Country Club Dr	A	xxxxx		0.589	A	xxxxx		0.589	+ 0.000
# 72 Junction Bl & Park Regency Dr	A	xxxxx		0.530	A	xxxxx		0.530	+ 0.000

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# 73 Junction Bl & Porter Dr	A	xxxxx		0.556	A	xxxxx		0.556	+ 0.000
# 74 Junction Bl & Revere Dr	A	xxxxx		0.458	A	xxxxx		0.458	+ 0.000
# 75 Junction Bl & Washington Bl	D	xxxxx		0.846	D	xxxxx		0.846	+ 0.000
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx		0.589	A	xxxxx		0.589	+ 0.000
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx		0.701	C	xxxxx		0.701	+ 0.000
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx		0.631	B	xxxxx		0.631	+ 0.000
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx		0.424	A	xxxxx		0.424	+ 0.000
# 80 N Sunrise Av & Automall Dr	A	xxxxx		0.528	A	xxxxx		0.528	+ 0.000
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx		0.591	A	xxxxx		0.591	+ 0.000
# 82 N. Sunrise & Sierra Gardens	B	xxxxx		0.616	B	xxxxx		0.616	+ 0.000
# 83 Olympus Dr & Europa St	A	xxxxx		0.198	A	xxxxx		0.198	+ 0.000
# 84 PFE & Hilltop	A	xxxxx		0.429	A	xxxxx		0.429	+ 0.000
# 85 Pleasant Grove & Fairway	D	xxxxx		0.857	D	xxxxx		0.857	+ 0.000
# 86 Pleasant Grove & Fiddyment	E	xxxxx		0.997	E	xxxxx		0.997	+ 0.000
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx		0.776	C	xxxxx		0.776	+ 0.000
# 88 Pleasant Grove & Highland Park	A	xxxxx		0.504	A	xxxxx		0.504	+ 0.000
# 89 Pleasant Grove & Market	A	xxxxx		0.527	A	xxxxx		0.527	+ 0.000
# 90 Pleasant Grove & Michener	B	xxxxx		0.693	B	xxxxx		0.693	+ 0.000
# 91 Pleasant Grove & Monument	A	xxxxx		0.451	A	xxxxx		0.451	+ 0.000
# 92 Pleasant Grove & Rose Creek	C	xxxxx		0.701	C	xxxxx		0.701	+ 0.000
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx		1.126	F	xxxxx		1.126	+ 0.000
# 94 Pleasant Grove & Sun City	B	xxxxx		0.636	B	xxxxx		0.636	+ 0.000
# 95 Pleasant Grove & Wal-Mart/High	C	xxxxx		0.779	C	xxxxx		0.779	+ 0.000
# 96 Pleasant Grove & Washington	D	xxxxx		0.818	D	xxxxx		0.818	+ 0.000
# 97 Pleasant Grove Bl & Country Cl	A	xxxxx		0.575	A	xxxxx		0.575	+ 0.000

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# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.836		D	xxxxx	0.836		+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.593		A	xxxxx	0.593		+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.491		A	xxxxx	0.491		+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.668		B	xxxxx	0.668		+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.269		A	xxxxx	0.269		+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.833		D	xxxxx	0.833		+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx	0.791		C	xxxxx	0.791		+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.842		D	xxxxx	0.842		+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.915		E	xxxxx	0.915		+ 0.000 V/C
#107 Roseville Parkway & Reserve	C	xxxxx	0.787		C	xxxxx	0.787		+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.767		C	xxxxx	0.767		+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.852		D	xxxxx	0.852		+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.583		A	xxxxx	0.583		+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.628		B	xxxxx	0.628		+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.707		C	xxxxx	0.707		+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.650		B	xxxxx	0.650		+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.501		A	xxxxx	0.501		+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.631		B	xxxxx	0.631		+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.621		B	xxxxx	0.621		+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.814		D	xxxxx	0.814		+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.592		A	xxxxx	0.592		+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.506		A	xxxxx	0.506		+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.634		B	xxxxx	0.634		+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.517		A	xxxxx	0.517		+ 0.000 V/C

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#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.731		C	xxxxx	0.731		+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.326		A	xxxxx	0.326		+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.445		A	xxxxx	0.445		+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.594		A	xxxxx	0.594		+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.575		A	xxxxx	0.575		+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.785		C	xxxxx	0.785		+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.779		C	xxxxx	0.779		+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.550		A	xxxxx	0.550		+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.641		B	xxxxx	0.641		+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.594		A	xxxxx	0.594		+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.516		A	xxxxx	0.516		+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.733		C	xxxxx	0.733		+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	D	xxxxx	0.896		D	xxxxx	0.896		+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.700		C	xxxxx	0.700		+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.622		B	xxxxx	0.622		+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.456		A	xxxxx	0.456		+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.706		C	xxxxx	0.706		+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.753		C	xxxxx	0.753		+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.373		A	xxxxx	0.373		+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	E	xxxxx	0.902		E	xxxxx	0.902		+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.554		A	xxxxx	0.554		+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.544		A	xxxxx	0.544		+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.610		B	xxxxx	0.610		+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.446		A	xxxxx	0.446		+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	C	xxxxx	0.788		C	xxxxx	0.788		+ 0.000 V/C

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#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000 V/C
#156 Fairway & Highland Park	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	E	xxxxx	0.905	E	xxxxx	0.905	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.312	A	xxxxx	0.312	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.167	A	xxxxx	0.167	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C

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#171 Roseville Pkwy & Gibson West	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.210	A	xxxxx	0.210	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
#178 Watt Ave & Road A	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
#179 Watt Ave & Road B	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
#181 West Side Dr & Road A	A	xxxxx	0.484	A	xxxxx	0.484	+ 0.000 V/C
#182 West Side Dr & Road B	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#184 Market St & Road B	A	xxxxx	0.254	A	xxxxx	0.254	+ 0.000 V/C
#185 Market St & Baseline Rd	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#187 Upland Dr & Road B	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000 V/C
#190 West Side Dr & SV EW Coll	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C
#191 Road B & SV NS Coll 3	A	xxxxx	0.166	A	xxxxx	0.166	+ 0.000 V/C
#192 Road B & SV NS Coll 5	A	xxxxx	0.234	A	xxxxx	0.234	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
#195 Road B & SV NS Coll 2	A	xxxxx	0.055	A	xxxxx	0.055	+ 0.000 V/C

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#196 West Side Dr & SV EW Coll	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#199 Baseline Rd & SV CC4	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
#200 Watt Ave & Road C	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
#201 West Side Dr & Road C	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	A	xxxxx	0.241	A	xxxxx	0.241	+ 0.000 V/C
#203 West Side Dr & Parkway One	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#1005 Vernon & Lincoln	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C
#1006 Washington & Main	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.436
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0 1	0 0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	16	1	22	64	4	18	20	1014	43	13	995	169
Growth Adj:	1.00	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	1	22	64	4	18	20	1014	43	13	995	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	22	64	4	18	20	1014	43	13	995	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	22	64	4	18	20	1014	43	13	995	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	22	64	4	18	20	1014	43	13	995	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1450	63	1387	1365	85	1450	1450	2782	118	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.36	0.36	0.01	0.34	0.12
Crit Volume:			23		68				529	13		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120				Critical Vol./Cap. (X):				0.750						
Loss Time (sec):	9				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	74				Level Of Service:				C						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	1	1 0
Volume Module:																
Base Vol:	92	0	678		0	0	0		0	894	203		383	1247		1
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Initial Bse:	92	0	678		0	0	0		0	894	203		383	1247		1
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00		1.00
PHF Volume:	92	0	678		0	0	0		0	894	203		383	1247		1
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0		0
Reduced Vol:	92	0	678		0	0	0		0	894	203		383	1247		1
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:	92	0	678		0	0	0		0	894	203		383	1247		1
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500		1500
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	1.99		0.01
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	2998		2
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.45		0.00	0.00	0.00		0.00	0.30	0.14		0.26	0.42		0.42
Crit Volume:			678		0					447			0			
Crit Moves:			****							****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120				Critical Vol./Cap. (X):				0.627						
Loss Time (sec):	9				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:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				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:	0	0	0	0 0	1	0	0	0 1	1	0	2	0 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		355	0	190		128	767	0		0	916	405	
Growth Adj:	1.00	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		355	0	190		128	767	0		0	916	405	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		355	0	190		128	767	0		0	916	405	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		355	0	190		128	767	0		0	916	405	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		355	0	190		128	767	0		0	916	405	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.24	0.00	0.13		0.09	0.26	0.00		0.00	0.31	0.27	
Crit Volume:			0		355				128					458		
Crit Moves:					****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	162	872	289	479	1204	267	587	1078	126	318	1570	488
Growth Adj:	1.00	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	872	289	479	1204	267	587	1078	126	318	1570	488
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	872	289	479	1204	0	587	1078	126	318	1570	488
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	872	289	479	1204	0	587	1078	126	318	1570	488
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:	162	872	289	479	1204	0	587	1078	126	318	1570	488
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.20	0.17	0.28	0.00	0.20	0.25	0.09	0.11	0.36	0.34
Crit Volume:		291		240			294				523	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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:	0	0	0	0	0	1	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	298	0	68	80	1273	0	0	2364	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	298	0	68	80	1273	0	0	2364	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	298	0	68	80	1273	0	0	2364	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	298	0	68	80	1273	0	0	2364	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	298	0	68	80	1273	0	0	2364	159
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.05	0.05	0.28	0.00	0.00	0.53	0.11
Crit Volume:				298			80				788	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	0	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	37	0	74	0	0	0	0	1231	42	214	2377	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:	37	0	74	0	0	0	0	1231	42	214	2377	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	0	74	0	0	0	0	1231	42	214	2377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	74	0	0	0	0	1231	42	214	2377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	0	74	0	0	0	0	1231	42	214	2377	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.03	0.14	0.53	0.00
Crit Volume:	37				0			0			792	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	135	883	525	148	1046	111	79	559	36	529	1138	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	135	883	525	148	1046	111	79	559	36	529	1138	378
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	135	883	0	148	1046	111	79	559	0	529	1138	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	883	0	148	1046	111	79	559	0	529	1138	378
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	883	0	148	1046	111	79	559	0	529	1138	378
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.00	0.05	0.36	0.08	0.03	0.13	0.00	0.18	0.26	0.26
Crit Volume:	68				523			186		265		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec):	100	Critical Vol./Cap. (X):	0.623
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	118	0	26	26	2158	0	0	3164	321
Growth Adj:	1.00	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	118	0	26	26	2158	0	0	3164	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	118	0	26	26	2158	0	0	3164	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	26	26	2158	0	0	3164	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	118	0	26	26	2158	0	0	3164	321
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.02	0.36	0.00	0.00	0.53	0.21
Crit Volume:		0		118			26				791	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec):	100	Critical Vol./Cap. (X):	0.537
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	111	0	1	1	1202	1	0	2082	170
Growth Adj:	1.00	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	111	0	1	1	1202	1	0	2082	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:	0	0	0	111	0	1	1	1202	1	0	2082	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	111	0	1	1	1202	1	0	2082	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	1.00	1.00	1.00
FinalVolume:	0	0	0	111	0	1	1	1202	1	0	2082	170
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.27	0.00	0.00	0.46	0.11
Crit Volume:		0		111			1				694	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.783
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	32	16	58	299	23	201	87	1323	35	47	2264	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	16	58	299	23	201	87	1323	35	47	2264	301
User Adj:	1.00	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:	32	16	58	299	23	201	87	1323	35	47	2264	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	16	58	299	23	201	87	1323	35	47	2264	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	32	16	58	299	23	201	87	1323	35	47	2264	301
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.14	0.09	0.77	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1658	128	1115	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.18	0.18	0.18	0.06	0.30	0.02	0.03	0.52	0.21
Crit Volume:	32			262			87			755		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.901
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	815	898	243	407	687	283	144	1550	531	67	2327	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	815	898	243	407	687	283	144	1550	531	67	2327	227
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	815	898	0	407	687	283	144	1550	531	67	2327	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	815	898	0	407	687	283	144	1550	531	67	2327	227
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	815	898	0	407	687	283	144	1550	531	67	2327	227
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.00	0.14	0.16	0.20	0.05	0.27	0.37	0.02	0.40	0.16
Crit Volume:		449			204			72			582	
Crit Moves:		****			****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.712
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	268	470	313	205	550	39	109	1371	237	560	2093	362
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	470	313	205	550	39	109	1371	237	560	2093	362
User Adj:	1.00	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:	268	470	313	205	550	39	109	1371	237	560	2093	362
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	470	313	205	550	39	109	1371	237	560	2093	362
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	268	470	313	205	550	39	109	1371	237	560	2093	362
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.22	0.07	0.19	0.03	0.04	0.24	0.16	0.19	0.36	0.25
Crit Volume:	134			275			343			280		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	1.061
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	847	1033	192	244	1465	234	377	819	570	435	638	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	847	1033	192	244	1465	234	377	819	570	435	638	141
User Adj:	1.00	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:	847	1033	192	244	1465	234	377	819	570	435	638	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	1033	192	244	1465	234	377	819	570	435	638	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	847	1033	192	244	1465	234	377	819	570	435	638	141
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.36	0.13	0.08	0.34	0.16	0.13	0.28	0.39	0.15	0.22	0.10
Crit Volume:	424			488			410			217		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			1.133								
Loss Time (sec):	9			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			Permitted			Permitted					
Rights:	Ignore			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:	0	0 2	0 1	2	0 1	0 0	0	0 0	0 0	2	0 0	0 2			
Volume Module:															
Base Vol:	0	731	469	2035	626	0	0	0	0	632	0	2347			
Growth Adj:	1.00	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	731	469	2035	626	0	0	0	0	632	0	2347			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
PHF Volume:	0	731	0	2035	626	0	0	0	0	632	0	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	731	0	2035	626	0	0	0	0	632	0	0			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	0	731	0	2035	626	0	0	0	0	632	0	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00			
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.24	0.00	0.68	0.42	0.00	0.00	0.00	0.00	0.21	0.00	0.00			
Crit Volume:		366		1018				0		316					
Crit Moves:		****		****						****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120			Critical Vol./Cap. (X):			0.620								
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	49			Level Of Service:			B								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Permitted			Permitted			Protected			Protected					
Rights:	Ignore			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 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0			
Volume Module:															
Base Vol:	0	0	260	0	0	0	0	2223	9	371	2578	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	260	0	0	0	0	2223	9	371	2578	0			
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	0	0	0	0	2223	9	371	2578	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	0	0	0	0	2223	9	371	2578	0			
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	0	0	0	0	0	0	0	2223	9	371	2578	0			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00			
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500	0			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.12	0.57	0.00			
Crit Volume:	0			0					744	186					
Crit Moves:									****	****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.913
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	4	1	11	13	1	10	18	2192	11	12	2533	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1	11	13	1	10	18	2192	11	12	2533	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	13	1	10	18	2192	11	12	2533	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	13	1	10	18	2192	11	12	2533	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	13	1	10	18	2192	11	12	2533	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.06	0.69	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	363	91	997	1346	104	1450	1450	2886	14	1450	2880	20
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.76	0.76	0.01	0.88	0.88
Crit Volume:		16			14		18					1276
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	1! 0	0	1	0	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	13	17	52	186	153	177	62	1046	40	157	1116	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	17	52	186	153	177	62	1046	40	157	1116	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	17	52	186	153	177	62	1046	40	157	1116	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	17	52	186	153	177	62	1046	40	157	1116	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	17	52	186	153	177	62	1046	40	157	1116	27
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.21	0.63	0.55	0.45	1.00	1.00	1.93	0.07	1.00	1.95	0.05
Final Sat.:	238	311	951	823	677	1500	1500	2890	110	1500	2929	71
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.23	0.23	0.12	0.04	0.36	0.36	0.10	0.38	0.38
Crit Volume:	13				339			543		157		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	49	3	459	5	7	5	45	1649	206	309	1521	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3	459	5	7	5	45	1649	206	309	1521	3
User Adj:	1.00	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:	49	3	459	5	7	5	45	1649	206	309	1521	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3	459	5	7	5	45	1649	206	309	1521	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	3	459	5	7	5	45	1649	206	309	1521	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1366	84	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.57	0.14	0.11	0.53	0.53
Crit Volume:			459		12			824		0		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	31	1014	7	11	1294	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	31	1014	7	11	1294	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:	23	1	17	26	0	13	31	1014	7	11	1294	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	31	1014	7	11	1294	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:	23	1	17	26	0	13	31	1014	7	11	1294	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2880	20	1450	2839	61
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.35	0.35	0.01	0.46	0.46
Crit Volume:			41		26			31			661	
Crit Moves:			****		****			****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.121
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1193	458	319	327	817	229	213	1287	1221	74	1301	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1193	458	319	327	817	229	213	1287	1221	74	1301	210
User Adj:	1.00	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:	1193	458	319	327	817	229	213	1287	1221	74	1301	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1193	458	319	327	817	229	213	1287	1221	74	1301	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1193	458	319	327	817	229	213	1287	1221	74	1301	210
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.19	0.16	0.07	0.30	0.42	0.03	0.45	0.14
Crit Volume:	597			272			107			651		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	696	0	762	539	417	0	0	587	370
Growth Adj:	1.00	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	696	0	762	539	417	0	0	587	370
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	696	0	0	539	417	0	0	587	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	696	0	0	539	417	0	0	587	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	696	0	0	539	417	0	0	587	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.69	1.31	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2537	1963	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:				348			319				294	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.640
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	91	0	39	0	0	0	0	1657	456	64	1738	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:	91	0	39	0	0	0	0	1657	456	64	1738	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	0	39	0	0	0	0	1657	456	64	1738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	39	0	0	0	0	1657	456	64	1738	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:	91	0	39	0	0	0	0	1657	456	64	1738	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.35	0.65	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3529	971	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.47	0.47	0.04	0.58	0.00
Crit Volume:	91				0			0			869	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.264
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0
Volume Module:												
Base Vol:	48	100	100	80	70	614	346	2155	27	58	2342	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	100	100	80	70	614	346	2155	27	58	2342	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	100	100	80	70	614	346	2155	27	58	2342	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	100	100	80	70	614	346	2155	27	58	2342	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	100	100	80	70	614	346	2155	27	58	2342	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.98	0.02	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2864	36	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.05	0.42	0.12	0.75	0.75	0.02	0.81	0.04
Crit Volume:	48					614	0				1171	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.683
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	443	795	21	721	698	65	150	1076	260	63	1208	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	443	795	21	721	698	65	150	1076	260	63	1208	573
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:	443	795	21	721	698	65	150	1076	260	63	1208	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	443	795	21	721	698	65	150	1076	260	63	1208	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	443	795	21	721	698	65	150	1076	260	63	1208	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.92	0.08	3.00	2.74	0.26	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4238	112	4350	3979	371	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.19	0.17	0.18	0.18	0.05	0.25	0.18	0.02	0.28	0.00
Crit Volume:		272		240			75				403	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.818
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	294	562	132	265	1016	253	247	1150	188	205	1729	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	562	132	265	1016	253	247	1150	188	205	1729	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	294	562	132	265	1016	253	247	1150	0	205	1729	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	562	132	265	1016	253	247	1150	0	205	1729	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	294	562	132	265	1016	253	247	1150	0	205	1729	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.09	0.23	0.17	0.09	0.26	0.00	0.07	0.40	0.00
Crit Volume:	147				339		124				576	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	89	64	79	129	91	166	133	1472	61	160	2042	87		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	89	64	79	129	91	166	133	1472	61	160	2042	87		
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:	89	64	79	129	91	166	133	1472	61	160	2042	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	89	64	79	129	91	166	133	1472	61	160	2042	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
FinalVolume:	89	64	79	129	91	166	133	1472	61	160	2042	0		
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.00	1.00	1.17	0.83	1.00	1.00	2.88	0.12	1.00	3.00	1.00		
Final Sat.:	1450	1450	1450	1700	1200	1450	1450	4177	173	1450	4350	1450		
Capacity Analysis Module:														
Vol/Sat:	0.06	0.04	0.05	0.08	0.08	0.11	0.09	0.35	0.35	0.11	0.47	0.00		
Crit Volume:	89			110			133				681			
Crit Moves:	****			****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	124	62	41	218	79	14	35	1502	129	52	2062	123		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	124	62	41	218	79	14	35	1502	129	52	2062	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	124	62	41	218	79	14	35	1502	129	52	2062	123		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	124	62	41	218	79	14	35	1502	129	52	2062	123		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	124	62	41	218	79	14	35	1502	129	52	2062	123		
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.09	0.55	0.36	1.40	0.51	0.09	1.00	3.00	1.00	1.00	3.00	1.00		
Final Sat.:	1584	792	524	2033	737	131	1450	4350	1450	1450	4350	1450		
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.04	0.47	0.08		
Crit Volume:		114			155			35			687			
Crit Moves:		****			****			****			****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.904
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:															
Base Vol:	427	406	260	230	821	576	359	1479	271	170	2000	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	427	406	260	230	821	576	359	1479	271	170	2000	85
User Adj:	1.00	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:	427	406	260	230	821	576	359	1479	271	170	2000	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	406	260	230	821	576	359	1479	271	170	2000	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	427	406	260	230	821	576	359	1479	271	170	2000	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.84	0.16
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5564	236
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.18	0.08	0.19	0.40	0.12	0.34	0.19	0.06	0.36	0.36
Crit Volume:	214					576	0				521	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.683
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:															
Base Vol:	133	2	52	100	2	74	40	1475	135	75	2151	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2	52	100	2	74	40	1475	135	75	2151	1
User Adj:	1.00	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:	133	2	52	100	2	74	40	1475	135	75	2151	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2	52	100	2	74	40	1475	135	75	2151	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	133	2	52	100	2	74	40	1475	135	75	2151	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	54	1396	1450	38	1412	1450	3985	365	1450	4348	2
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.49	0.49
Crit Volume:	133			100			40			717		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120					Critical Vol./Cap. (X):					0.742					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	88					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:	Ovl			Ovl			Ovl			Ignore						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	157	695	40	728	866	88	147	1238	314	117	1585	922								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	157	695	40	728	866	88	147	1238	314	117	1585	922								
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:	157	695	40	728	866	88	147	1238	314	117	1585	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	157	695	40	728	866	88	147	1238	314	117	1585	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00								
FinalVolume:	157	695	40	728	866	88	147	1238	314	117	1585	0								
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450								
Capacity Analysis Module:																				
Vol/Sat:	0.05	0.16	0.03	0.17	0.20	0.06	0.05	0.28	0.22	0.04	0.36	0.00								
Crit Volume:		232		243			74				528									
Crit Moves:		****		****			****				****									

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120					Critical Vol./Cap. (X):					0.609					
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx					
Optimal Cycle:	58					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			Ovl			Include			Include						
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:																				
Base Vol:	3	4	9	406	5	72	49	1046	0	11	1020	206								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	3	4	9	406	5	72	49	1046	0	11	1020	206								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	3	4	9	406	5	72	49	1046	0	11	1020	206								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	3	4	9	406	5	72	49	1046	0	11	1020	206								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	3	4	9	406	5	72	49	1046	0	11	1020	206								
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.66	0.34								
Final Sat.:	272	363	816	2865	35	1450	1450	2900	0	1450	2413	487								
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.36	0.00	0.01	0.42	0.42								
Crit Volume:		16		206			49				613									
Crit Moves:		****		****			****				****									

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.944
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	27	83	1058	27	262	278	1126	20	66	1030	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	27	83	1058	27	262	278	1126	20	66	1030	511
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	27	0	1058	27	262	278	1126	20	66	1030	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	27	0	1058	27	262	278	1126	20	66	1030	511
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	27	0	1058	27	262	278	1126	20	66	1030	511
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2849	51	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.37	0.37	0.18	0.19	0.40	0.40	0.05	0.36	0.35
Crit Volume:	33			543			278				515	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1! 0	0	1	0 1! 0	0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	445	0	30	1	464	0	0	486	365
Growth Adj:	1.00	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	445	0	30	1	464	0	0	486	365
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:	0	0	0	445	0	30	1	464	0	0	486	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	445	0	30	1	464	0	0	486	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	445	0	30	2	464	0	0	486	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.87	0.00	0.13	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2811	0	189	13	2987	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.32	0.00
Crit Volume:		0				238	1				486	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.468
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	35	0	164	0	0	0	0	930	61	172	874	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:	35	0	164	0	0	0	0	930	61	172	874	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	164	0	0	0	0	930	61	172	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	164	0	0	0	0	930	61	172	874	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:	35	0	164	0	0	0	0	930	61	172	874	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2815	185	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.11	0.00	0.00	0.00	0.00	0.33	0.33	0.11	0.29	0.00
Crit Volume:	35			0			496			172		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.404
Loss Time (sec):	12	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			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!	0	0	1	0	0	1	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	13	0	10	70	7	16	0	929	20	18	822	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:	13	0	10	70	7	16	0	929	20	18	822	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	70	7	16	0	929	20	18	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	70	7	16	0	929	20	18	822	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:	13	0	10	70	7	16	0	929	20	18	822	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.30	0.70	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	441	1009	0	2839	61	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.02	0.02	0.00	0.33	0.33	0.01	0.28	0.00
Crit Volume:			23	70			475			18		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.876
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	532	776	230	207	831	119	210	1701	609	319	1480	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	532	776	230	207	831	119	210	1701	609	319	1480	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	532	776	230	207	831	119	210	1701	609	319	1480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	532	776	230	207	831	119	210	1701	609	319	1480	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	532	776	230	207	831	119	210	1701	609	319	1480	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.16	0.07	0.19	0.08	0.07	0.39	0.42	0.11	0.34	0.00
Crit Volume:	266			277			567			160		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	197	1467	74	128	1303	85	49	163	148	47	225	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	1467	74	128	1303	85	49	163	148	47	225	193
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	197	1467	0	128	1303	0	49	163	0	47	225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1467	0	128	1303	0	49	163	0	47	225	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	197	1467	0	128	1303	0	49	163	0	47	225	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.34	0.00	0.09	0.30	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	197			434			49			113		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.765
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	540	535	222	148	528	224	304	1915	480	180	2406	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:	540	535	222	148	528	224	304	1915	480	180	2406	53
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	540	535	0	148	528	0	304	1915	0	180	2406	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	540	535	0	148	528	0	304	1915	0	180	2406	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	540	535	0	148	528	0	304	1915	0	180	2406	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.05	0.12	0.00	0.10	0.44	0.00	0.06	0.41	0.00
Crit Volume:	180			176			152			602		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.747
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1673	58	173	1513	330	388	366	32	123	318	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1673	58	173	1513	330	388	366	32	123	318	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1673	0	173	1513	0	388	366	0	123	318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1673	0	173	1513	0	388	366	0	123	318	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1673	0	173	1513	0	388	366	0	123	318	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.00	0.12	0.35	0.00	0.13	0.13	0.00	0.08	0.11	0.00
Crit Volume:		558		173			194			159		
Crit Moves:		****		****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.449
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	19	0	40	10	2	2	29	1083	20	48	702	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	40	10	2	2	29	1083	20	48	702	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:	19	0	40	10	2	2	29	1083	20	48	702	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	40	10	2	2	29	1083	20	48	702	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:	19	0	40	10	2	2	29	1083	20	48	702	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.83	0.17	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1208	242	1450	1450	2847	53	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.38	0.38	0.03	0.24	0.02
Crit Volume:			40		12				552	48		
Crit Moves:			****		****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.419
Loss Time (sec):	12	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:	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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	977	33	79	1105	11	11	1	3	11	1	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:	5	977	33	79	1105	11	11	1	3	11	1	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:	5	977	33	79	1105	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	977	33	79	1105	11	11	1	3	11	1	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:	5	977	33	79	1105	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2805	95	1450	2871	29	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.38	0.38	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:		505			79			11			12	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.543
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:		Ovl			Ovl			Ovl			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	1	0 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	217	22	52	27	11	72	102	907	133	188	952	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	217	22	52	27	11	72	102	907	133	188	952	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	217	22	52	27	11	72	102	907	133	188	952	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	217	22	52	27	11	72	102	907	133	188	952	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	217	22	52	27	11	72	102	907	133	188	952	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.82	0.18	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2633	267	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.07	0.31	0.09	0.13	0.33	0.02
Crit Volume:	120			27				454		188		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	81	838	57	27	1000	98	170	2	98	13	1	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	838	57	27	1000	98	170	2	98	13	1	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	838	57	27	1000	98	170	2	98	13	1	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	838	57	27	1000	98	170	2	98	13	1	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	838	57	27	1000	98	170	2	98	13	1	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2866	34	1450	1450	45	1405
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.02	0.34	0.07	0.06	0.06	0.07	0.01	0.02	0.02
Crit Volume:	81				500				98		32	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	496	9	20	73	11	17	19	577	330	31	541	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:	496	9	20	73	11	17	19	577	330	31	541	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	9	20	73	11	17	19	577	330	31	541	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	9	20	73	11	17	19	577	330	31	541	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	9	20	73	11	17	19	577	330	31	541	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2848	52	1450	1260	190	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.06	0.06	0.01	0.01	0.20	0.23	0.02	0.19	0.04
Crit Volume:	253			84				289		31		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	85	2	40	6	2	84	71	894	72	50	1031	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	2	40	6	2	84	71	894	72	50	1031	3
User Adj:	1.00	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:	85	2	40	6	2	84	71	894	72	50	1031	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	2	40	6	2	84	71	894	72	50	1031	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	85	2	40	6	2	84	71	894	72	50	1031	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1417	33	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.31	0.05	0.03	0.36	0.00
Crit Volume:		87				84	71				516	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.479	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	44	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	128	2	42	28	2	7	36	1040	72	72	900	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	2	42	28	2	7	36	1040	72	72	900	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	2	42	28	2	7	36	1040	72	72	900	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	2	42	28	2	7	36	1040	72	72	900	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	2	42	28	2	7	36	1040	72	72	900	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.76	0.05	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2855	45	1450	1097	78	274	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.03	0.03	0.03	0.02	0.36	0.05	0.05	0.31	0.01
Crit Volume:	65					37		520		72		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.636	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	63	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	16	1272	71	51	1227	260	139	34	3	76	96	71
Growth Adj:	1.00	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	1272	71	51	1227	260	139	34	3	76	96	71
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1272	71	51	1227	0	139	34	3	76	96	71
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1272	71	51	1227	0	139	34	3	76	96	71
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:	16	1272	71	51	1227	0	139	34	3	76	96	71
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.05	0.04	0.42	0.00	0.10	0.02	0.00	0.05	0.07	0.05
Crit Volume:		636		51			139				96	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100				Critical Vol./Cap. (X):				0.647							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	65				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:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	147	839	164		112	1278	234		76	10	35		142	15	86	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	147	839	164		112	1278	234		76	10	35		142	15	86	
User Adj:	1.00	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:	147	839	164		112	1278	234		76	10	35		142	15	86	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	147	839	164		112	1278	234		76	10	35		142	15	86	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	147	839	164		112	1278	234		76	10	35		142	15	86	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.29	0.11		0.08	0.44	0.16		0.05	0.01	0.02		0.10	0.01	0.06	
Crit Volume:	147					639				10			142			
Crit Moves:	****					****				****			****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100				Critical Vol./Cap. (X):				0.565							
Loss Time (sec):	9				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	43				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	2	0 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	33	1492	0		0	1487	108		61	0	71		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:	33	1492	0		0	1487	108		61	0	71		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	33	1492	0		0	1487	108		61	0	71		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	1492	0		0	1487	108		61	0	71		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:	33	1492	0		0	1487	108		61	0	71		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1500	3000	0		0	3000	1500		1500	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.50	0.00		0.00	0.50	0.07		0.04	0.00	0.05		0.00	0.00	0.00	
Crit Volume:	33					744					71		0			
Crit Moves:	****					****					****					

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120			Critical Vol./Cap. (X):			0.853					
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx					
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	1005	1358	69	120	1682	235	314	453	662	71	469	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:	1005	1358	69	120	1682	235	314	453	662	71	469	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:	1005	1358	69	120	1682	235	314	453	662	71	469	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1005	1358	69	120	1682	235	314	453	662	71	469	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	1.00	1.00	1.00
FinalVolume:	1005	1358	69	120	1682	235	314	453	662	71	469	70
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.35	0.31	0.05	0.08	0.29	0.16	0.11	0.16	0.46	0.05	0.11	0.05
Crit Volume:	503			420			157			156		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120			Critical Vol./Cap. (X):			0.532					
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	49			Level Of Service:			A					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	19	842	361	23	1825	60	20	8	57	168	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	842	361	23	1825	60	20	8	57	168	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	842	361	23	1825	60	20	8	57	168	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	842	361	23	1825	60	20	8	57	168	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	842	361	23	1825	60	20	8	57	168	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.10	0.90	1.00	2.90	0.10	0.71	0.29	1.00	1.96	0.04	1.00
Final Sat.:	1450	3045	1305	1450	4212	138	1036	414	1450	2849	51	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.02	0.43	0.43	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0			628			57		86			
Crit Moves:	****			****			****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.657
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	101	1419	63	37	1076	172	509	5	318	185	5	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	1419	63	37	1076	172	509	5	318	185	5	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	101	1419	63	37	1076	172	509	5	0	185	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1419	63	37	1076	172	509	5	0	185	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	101	1419	63	37	1076	172	509	5	0	185	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2872	28	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.04	0.03	0.25	0.12	0.18	0.18	0.00	0.13	0.00	0.00
Crit Volume:		473		37			257			185		
Crit Moves:		****		****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.555
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2446	55	0	2240	0	0	0	0	17	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	2446	55	0	2240	0	0	0	0	17	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2446	55	0	2240	0	0	0	0	17	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2446	55	0	2240	0	0	0	0	17	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2446	55	0	2240	0	0	0	0	17	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.04	0.00	0.50	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		815		0			0			17		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.742
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	25	694	376	583	1141	3	86	363	204	618	146	686
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	694	376	583	1141	3	86	363	204	618	146	686
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	25	694	376	583	1141	0	86	363	0	618	146	686
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	694	376	583	1141	0	86	363	0	618	146	686
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	25	694	376	583	1141	0	86	363	0	618	146	686
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.24	0.26	0.20	0.39	0.00	0.03	0.13	0.00	0.14	0.10	0.47
Crit Volume:		347		0			43					686
Crit Moves:		****		****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.511
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	4	1000	37	67	1922	0	15	2	1	145	2	180
Growth Adj:	1.00	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	1000	37	67	1922	0	15	2	1	145	2	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1000	37	67	1922	0	15	2	1	145	2	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1000	37	67	1922	0	15	2	1	145	2	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1000	37	67	1922	0	15	2	1	145	2	180
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.76	0.24	1.00	1.97	0.03	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2647	353	1500	2959	41	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.02	0.04	0.43	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4				641		9					180
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.800
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	271	1372	99	338	1748	225	217	284	70	275	1000	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1372	99	338	1748	225	217	284	70	275	1000	143
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1372	0	338	1748	0	217	284	70	275	1000	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1372	0	338	1748	0	217	284	70	275	1000	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	1372	0	338	1748	0	217	284	70	275	1000	143
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.12	0.40	0.00	0.07	0.10	0.05	0.09	0.23	0.10
Crit Volume:	136			583			109			333		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.788
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	193	1528	93	21	2112	143	99	17	125	66	16	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:	193	1528	93	21	2112	143	99	17	125	66	16	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:	193	1528	93	21	2112	143	99	17	125	66	16	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1528	93	21	2112	143	99	17	125	66	16	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:	193	1528	93	21	2112	143	99	17	125	66	16	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.81	0.19	0.85	0.15	1.00	0.80	0.20	1.00
Final Sat.:	1450	4100	250	1450	4074	276	1238	213	1450	1167	283	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.37	0.37	0.01	0.52	0.52	0.08	0.08	0.09	0.06	0.06	0.02
Crit Volume:	193			752			116			82		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.910
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	341	833	595	169	1530	429	375	1250	105	716	1738	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	833	595	169	1530	429	375	1250	105	716	1738	88
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	341	833	0	169	1530	0	375	1250	0	716	1738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	833	0	169	1530	0	375	1250	0	716	1738	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	341	833	0	169	1530	0	375	1250	0	716	1738	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.06	0.26	0.00	0.13	0.29	0.00	0.16	0.40	0.00
Crit Volume:	171			383			188			579		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap. (X): 0.590
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	44	1863	41	28	2078	50	33	0	23	23	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1863	41	28	2078	50	33	0	23	23	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1863	41	28	2078	50	33	0	23	23	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1863	41	28	2078	50	33	0	23	23	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1863	41	28	2078	50	33	0	23	23	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.93	0.07	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	1450	4256	94	1450	4248	102	854	0	596	725	0	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.49	0.49	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44			709			56			46		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.808
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	289	2397	65	80	2224	99	96	76	144	185	314	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	2397	65	80	2224	99	96	76	144	185	314	128
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	289	2397	0	80	2224	99	96	76	144	185	314	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	2397	0	80	2224	99	96	76	144	185	314	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	289	2397	0	80	2224	99	96	76	144	185	314	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4165	185	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.55	0.00	0.03	0.53	0.53	0.07	0.03	0.10	0.06	0.11	0.00
Crit Volume:	145				774		96				157	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.649
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	71	1868	151	270	1857	154	250	55	115	298	68	247
Growth Adj:	1.00	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	1868	151	270	1857	154	250	55	115	298	68	247
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	1868	0	270	1857	154	250	55	0	298	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1868	0	270	1857	154	250	55	0	298	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	1868	0	270	1857	154	250	55	0	298	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.00	0.09	0.43	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		623			135		83				99	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.859
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	209	1604	1	15	1912	228	78	0	127	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	1604	1	15	1912	228	78	0	127	2	1	1
User Adj:	1.00	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:	209	1604	1	15	1912	228	78	0	127	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	1604	1	15	1912	228	78	0	127	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	209	1604	1	15	1912	228	78	0	127	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.55	0.55	0.01	0.66	0.16	0.05	0.00	0.09	0.00	0.00	0.00
Crit Volume:	209				956		78				3	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.020
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	612	888	31	1133	912	316	598	1601	835	224	2028	667
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	612	888	31	1133	912	316	598	1601	835	224	2028	667
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	612	888	0	1133	912	0	598	1601	0	224	2028	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	612	888	0	1133	912	0	598	1601	0	224	2028	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	612	888	0	1133	912	0	598	1601	0	224	2028	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.00	0.26	0.21	0.00	0.21	0.28	0.00	0.08	0.35	0.00
Crit Volume:		296			378			299			507	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.778
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	152	1227	4	11	1559	445	510	3	161	13	17	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	1227	4	11	1559	445	510	3	161	13	17	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1227	4	11	1559	445	510	3	161	13	17	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1227	4	11	1559	445	510	3	161	13	17	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1227	4	11	1559	445	510	3	161	13	17	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2891	9	1450	2900	1450	2900	27	1423	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.54	0.31	0.18	0.11	0.11	0.01	0.01	0.01
Crit Volume:	76			779			255			17		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.680
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	67	830	0	44	1199	236	207	15	60	18	4	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	830	0	44	1199	236	207	15	60	18	4	60
User Adj:	1.00	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:	67	830	0	44	1199	236	207	15	60	18	4	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	830	0	44	1199	236	207	15	60	18	4	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	67	830	0	44	1199	236	207	15	60	18	4	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.67	0.33	1.47	0.11	0.42	0.82	0.18	1.00
Final Sat.:	1450	2900	0	1450	2423	477	2129	154	617	1186	264	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.03	0.49	0.49	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	67			718			141					60
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 9 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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	689	402	893	842	0	0	0	0	622	0	662
Growth Adj:	1.00	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	689	402	893	842	0	0	0	0	622	0	662
User Adj:	1.00	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	689	402	893	842	0	0	0	0	622	0	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	689	402	893	842	0	0	0	0	622	0	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	689	402	893	842	0	0	0	0	622	0	662
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.27	0.30	0.28	0.00	0.00	0.00	0.00	0.21	0.00	0.44
Crit Volume:			402	447			0			311		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	90	722	38	25	1079	104	124	16	78	103	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	722	38	25	1079	104	124	16	78	103	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	722	38	25	1079	104	124	16	78	103	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	722	38	25	1079	104	124	16	78	103	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	722	38	25	1079	104	124	16	78	103	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.82	0.18	0.89	0.11	1.00	0.94	0.06	1.00
Final Sat.:	1500	2850	150	1500	2736	264	1329	171	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.39	0.39	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	90					592		140		103		
Crit Moves:	****					****		****		****		

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap. (X):	0.462
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	8	7	129	11	63	25	399	7	18	1053	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	8	7	129	11	63	25	399	7	18	1053	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	8	7	129	11	63	25	399	7	18	1053	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	8	7	129	11	63	25	399	7	18	1053	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	8	7	129	11	63	25	399	7	18	1053	306
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	0.92	0.08	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	577	923	1500	1382	118	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.09	0.09	0.04	0.02	0.13	0.00	0.01	0.35	0.20
Crit Volume:		13		129			25				527	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.450
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	37	0	72	0	0	0	0	462	30	115	1276	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:	37	0	72	0	0	0	0	462	30	115	1276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	72	0	0	0	0	462	30	115	1276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	72	0	0	0	0	462	30	115	1276	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:	37	0	72	0	0	0	0	462	30	115	1276	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.15	0.02	0.08	0.43	0.00
Crit Volume:	37				0			0			638	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.771
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	53	0	1080	486	1337	0	0	1232	93
Growth Adj:	1.00	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	53	0	1080	486	1337	0	0	1232	93
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	1080	486	1337	0	0	1232	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	1080	486	1337	0	0	1232	93
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	1080	486	1337	0	0	1232	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.36	0.16	0.45	0.00	0.00	0.41	0.06
Crit Volume:	0					540	0				616	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	98	172	63	41	153	49	29	325	218	54	1002	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	172	63	41	153	49	29	325	218	54	1002	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	172	63	41	153	49	29	325	218	54	1002	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	172	63	41	153	49	29	325	218	54	1002	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	172	63	41	153	49	29	325	218	54	1002	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.73	0.27	1.00	0.76	0.24	1.00	1.20	0.80	1.00	1.91	0.09
Final Sat.:	1450	1061	389	1450	1098	352	1450	1736	1164	1450	2770	130
Capacity Analysis Module:												
Vol/Sat:	0.07	0.16	0.16	0.03	0.14	0.14	0.02	0.19	0.19	0.04	0.36	0.36
Crit Volume:	98					202	29				525	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	5	43	42	4	24	37	487	8	87	1369	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	5	43	42	4	24	37	487	8	87	1369	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	43	42	4	24	37	487	8	87	1369	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	43	42	4	24	37	487	8	87	1369	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	5	43	42	4	24	37	487	8	87	1369	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.02	0.03	0.17	0.01	0.06	0.47	0.04
Crit Volume:			5			42		37			685	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	43	17	130	10	9	25	35	519	100	182	1372	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	17	130	10	9	25	35	519	100	182	1372	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	17	130	10	9	25	35	519	100	182	1372	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	17	130	10	9	25	35	519	100	182	1372	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:	43	17	130	10	9	25	35	519	100	182	1372	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.72	0.28	1.00	0.53	0.47	1.00	1.00	1.68	0.32	1.00	1.98	0.02
Final Sat.:	1039	411	1450	763	687	1450	1450	2432	468	1450	2873	27
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.09	0.01	0.01	0.02	0.02	0.21	0.21	0.13	0.48	0.48
Crit Volume:			60			19		35			693	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120					Critical Vol./Cap. (X):					0.458						
Loss Time (sec):	9					Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	34					Level Of Service:					A						
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Protected				Protected				
Rights:	Include				Include				Include				Include				
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		
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	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																	
Base Vol:	0	0	0		33	0	12		8	456	0		0	1199	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:	0	0	0		33	0	12		8	456	0		0	1199	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	0	0		33	0	12		8	456	0		0	1199	70		
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0		
Reduced Vol:	0	0	0		33	0	12		8	456	0		0	1199	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		1.00	1.00	1.00		
FinalVolume:	0	0	0		33	0	12		8	456	0		0	1199	70		
Saturation Flow Module:																	
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		
Lanes:	0.00	0.00	0.00		0.73	0.00	0.27		1.00	2.00	0.00		0.00	1.89	0.11		
Final Sat.:	0	0	0		1100	0	400		1500	3000	0		0	2835	165		
Capacity Analysis Module:																	
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.03		0.01	0.15	0.00		0.00	0.42	0.42		
Crit Volume:	0						45		8						635		
Crit Moves:							****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120					Critical Vol./Cap. (X):					0.846						
Loss Time (sec):	12					Average Delay (sec/veh):					xxxxxx						
Optimal Cycle:	148					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				Ovl				Ignore				Include				
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0		
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:																	
Base Vol:	957	687		1		3	1146	593		334	2		285		3	4	3
Growth Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00
Initial Bse:	957	687		1		3	1146	593		334	2		285		3	4	3
User Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		0.00		1.00	1.00	1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		0.00		1.00	1.00	1.00
PHF Volume:	957	687		1		3	1146	593		334	2		0		3	4	3
Reduct Vol:	0	0		0		0	0	0		0	0		0		0	0	0
Reduced Vol:	957	687		1		3	1146	593		334	2		0		3	4	3
PCE Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		0.00		1.00	1.00	1.00
MLF Adj:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		0.00		1.00	1.00	1.00
FinalVolume:	957	687		1		3	1146	593		334	2		0		3	4	3
Saturation Flow Module:																	
Sat/Lane:	1450	1450		1450		1450	1450	1450		1450	1450		1450		1450	1450	1450
Adjustment:	1.00	1.00		1.00		1.00	1.00	1.00		1.00	1.00		1.00		1.00	1.00	1.00
Lanes:	2.00	1.99		0.01		1.00	2.00	1.00		1.99	0.01		1.00		1.00	0.57	0.43
Final Sat.:	2900	2896		4		1450	2900	1450		2883	17		1450		1450	829	621
Capacity Analysis Module:																	
Vol/Sat:	0.33	0.24		0.24		0.00	0.40	0.41		0.12	0.12		0.00		0.00	0.00	0.00
Crit Volume:	479						573				168						7
Crit Moves:	****						****				****						****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.589
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	47	155	58	312	79	793	410	213	32	109	830	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	155	58	312	79	793	410	213	32	109	830	188
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	47	155	0	312	79	0	410	213	0	109	830	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	155	0	312	79	0	410	213	0	109	830	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	47	155	0	312	79	0	410	213	0	109	830	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.05	0.00	0.11	0.03	0.00	0.14	0.07	0.00	0.04	0.29	0.00
Crit Volume:		78		156			205				415	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	476	590	113	150	747	182	199	661	568	199	648	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	590	113	150	747	182	199	661	568	199	648	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	590	113	150	747	182	199	661	568	199	648	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	590	113	150	747	182	199	661	568	199	648	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	476	590	113	150	747	182	199	661	568	199	648	125
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.14	0.08	0.05	0.17	0.13	0.14	0.23	0.39	0.14	0.22	0.09
Crit Volume:	238				249			331		199		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Include				Ignore				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	2	0 1	1	0	2	1 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	359	526	130		5	610	104		71	255	519		190	419	79	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	359	526	130		5	610	104		71	255	519		190	419	79	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	359	526	0		5	610	104		71	255	0		190	419	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	359	526	0		5	610	104		71	255	0		190	419	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	359	526	0		5	610	104		71	255	0		190	419	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	2.56	0.44		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	2900	1450		1450	3716	634		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.25	0.18	0.00		0.00	0.16	0.16		0.05	0.09	0.00		0.13	0.14	0.00	
Crit Volume:	359				238				128				190			
Crit Moves:	****				****				****				****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.424
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ovl				Include				Ovl				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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	114	0	47		0	0	0		0	779	124		132	822	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:	114	0	47		0	0	0		0	779	124		132	822	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	114	0	47		0	0	0		0	779	124		132	822	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	0	47		0	0	0		0	779	124		132	822	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:	114	0	47		0	0	0		0	779	124		132	822	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.03		0.00	0.00	0.00		0.00	0.26	0.08		0.09	0.27	0.00	
Crit Volume:	114				0				390				132			
Crit Moves:	****								****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	88	656	46	245	720	122	220	14	96	150	20	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	656	46	245	720	122	220	14	96	150	20	377
User Adj:	1.00	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:	88	656	46	245	720	122	220	14	96	150	20	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	656	46	245	720	122	220	14	96	150	20	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	656	46	245	720	122	220	14	96	150	20	377
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.80	0.20	1.00	3.00	1.00	1.88	0.12	1.00	0.88	0.12	1.00
Final Sat.:	1450	4065	285	1450	4350	1450	2726	174	1450	1279	171	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.17	0.17	0.08	0.08	0.08	0.07	0.12	0.12	0.26
Crit Volume:		234		245				117			170	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	656	83	394	780	0	0	0	0	46	0	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	656	83	394	780	0	0	0	0	46	0	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	656	83	394	780	0	0	0	0	46	0	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	656	83	394	780	0	0	0	0	46	0	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	656	83	394	780	0	0	0	0	46	0	274
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.06	0.26	0.17	0.00	0.00	0.00	0.00	0.02	0.00	0.18
Crit Volume:		219		394				0				274
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	80	640	72	247	1165	75	99	24	75	153	14	401
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	640	72	247	1165	75	99	24	75	153	14	401
User Adj:	1.00	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:	80	640	72	247	1165	75	99	24	75	153	14	401
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	640	72	247	1165	75	99	24	75	153	14	401
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	640	72	247	1165	75	99	24	75	153	14	401
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	3.00	1.00	0.80	0.20	1.00	0.92	0.08	1.00
Final Sat.:	1450	2607	293	1450	4350	1450	1167	283	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.17	0.27	0.05	0.08	0.08	0.05	0.12	0.12	0.28
Crit Volume:		356		247				123			167	
Crit Moves:	****			****				****			****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.198
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	5	6	1	8	3	494	14	10	228	15
Growth Adj:	1.00	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	1	5	6	1	8	3	494	14	10	228	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	6	1	8	3	494	14	10	228	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	6	1	8	3	494	14	10	228	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	6	1	8	3	494	14	10	228	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.40	0.07	0.53	1.00	1.94	0.06	1.00	1.88	0.12
Final Sat.:	363	181	906	580	97	773	1450	2820	80	1450	2721	179
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.18	0.18	0.01	0.08	0.08
Crit Volume:		8				15		254		10		
Crit Moves:	****					****		****		****		

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec): 100 Critical Vol./Cap. (X): 0.429
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	5	0	13		129	0	222		83	328	2		5	563	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	0	13		129	0	222		83	328	2		5	563	62	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	0	13		129	0	222		83	328	2		5	563	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	0	13		129	0	222		83	328	2		5	563	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	0	13		129	0	222		83	328	2		5	563	62	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.99	0.01		1.00	1.80	0.20	
Final Sat.:	1450	0	1450		1450	0	1450		1450	2882	18		1450	2612	288	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.09	0.00	0.15		0.06	0.11	0.11		0.00	0.22	0.22	
Crit Volume:	5						222		83					313		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.857
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	655	1447	630		135	893	210		276	421	572		747	442	133	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	655	1447	630		135	893	210		276	421	572		747	442	133	
User Adj:	1.00	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:	655	1447	630		135	893	210		276	421	572		747	442	133	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	655	1447	630		135	893	210		276	421	572		747	442	133	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	655	1447	630		135	893	210		276	421	572		747	442	133	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.23	0.33	0.43		0.05	0.21	0.14		0.10	0.15	0.39		0.26	0.15	0.09	
Crit Volume:	0					298					572		374			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.997		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	E		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	3	0	1 0 1
Volume Module:												
Base Vol:	525	1250	866	28	1204	50	65	477	359	1082	749	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	525	1250	866	28	1204	50	65	477	359	1082	749	36
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	525	1250	0	28	1204	0	65	477	0	1082	749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	1250	0	28	1204	0	65	477	0	1082	749	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	525	1250	0	28	1204	0	65	477	0	1082	749	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.00	0.01	0.28	0.00	0.02	0.16	0.00	0.25	0.52	0.00
Crit Volume:	263			401			33			749		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.776		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	102	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:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	298	26	23	65	7	15	9	2153	10	103	2101	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	26	23	65	7	15	9	2153	10	103	2101	68
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	298	26	0	65	7	0	9	2153	0	103	2101	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	26	0	65	7	0	9	2153	0	103	2101	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	298	26	0	65	7	0	9	2153	0	103	2101	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.02	0.00	0.04	0.00	0.00	0.01	0.49	0.00	0.07	0.48	0.00
Crit Volume:	298			7			718			103		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.504
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ovl				Ovl				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	3	0 1	1	0	3	0 1	1	0	1	1 0	2	0	0	1 0
Volume Module:																
Base Vol:	73	1370	302		86	837	25		14	14	35		306	27	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:	73	1370	302		86	837	25		14	14	35		306	27	58	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	1370	302		86	837	25		14	14	35		306	27	58	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	1370	302		86	837	25		14	14	35		306	27	58	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	73	1370	302		86	837	25		14	14	35		306	27	58	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		2.00	0.32	0.68	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		2900	461	989	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.21		0.06	0.19	0.02		0.01	0.01	0.02		0.11	0.06	0.06	
Crit Volume:		457			86						35		153			
Crit Moves:		****			****						****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	11	127	123		72	125	96		58	708	20		144	1014	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	127	123		72	125	96		58	708	20		144	1014	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	11	127	123		72	125	96		58	708	20		144	1014	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	127	123		72	125	96		58	708	20		144	1014	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	11	127	123		72	125	96		58	708	20		144	1014	61	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.09	0.08		0.05	0.09	0.07		0.04	0.24	0.01		0.10	0.35	0.04	
Crit Volume:		127			72				58					507		
Crit Moves:		****			****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	31	0	44	57	1381	0	0	1877	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	44	57	1381	0	0	1877	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	44	57	1381	0	0	1877	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	44	57	1381	0	0	1877	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	31	0	44	57	1381	0	0	1877	36
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.46	0.00	0.00	0.63	0.02
Crit Volume:	0					44	57				939	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.451
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	5	14	18	31	32	36	20	893	10	62	1179	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	14	18	31	32	36	20	893	10	62	1179	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	14	18	31	32	36	20	893	10	62	1179	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	14	18	31	32	36	20	893	10	62	1179	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:	5	14	18	31	32	36	20	893	10	62	1179	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.01	0.02	0.02	0.02	0.01	0.31	0.01	0.04	0.41	0.01
Crit Volume:		14			31			20			590	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.701
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	57	0	23	11	1378	0	0	1844	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	57	0	23	11	1378	0	0	1844	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	57	0	23	11	1378	0	0	1844	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	57	0	23	11	1378	0	0	1844	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	57	0	23	11	1378	0	0	1844	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.71	0.00	0.29	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1069	0	431	1500	3000	0	0	2881	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.46	0.00	0.00	0.64	0.64
Crit Volume:	0					80	11				960	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.126
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	542	1052	1087	382	1026	60	44	1471	744	850	1732	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	1052	1087	382	1026	60	44	1471	744	850	1732	182
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	542	1052	0	382	1026	0	44	1471	0	850	1732	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	1052	0	382	1026	0	44	1471	0	850	1732	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	542	1052	0	382	1026	0	44	1471	0	850	1732	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.36	0.00	0.13	0.24	0.00	0.02	0.34	0.00	0.29	0.40	0.00
Crit Volume:		526		191				490		425		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec): 120 Critical Vol./Cap. (X): 0.636
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	105	0	7	12	1281	0	0	1674	199
Growth Adj:	1.00	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	105	0	7	12	1281	0	0	1674	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	105	0	7	12	1281	0	0	1674	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	105	0	7	12	1281	0	0	1674	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	105	0	7	12	1281	0	0	1674	199
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.43	0.00	0.00	0.56	0.13
Crit Volume:		0		105			12				837	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec): 120 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	327	2522		34		87	2125		301	506	6	397
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	327	2522		34		87	2125		301	506	6	397
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
PHF Volume:	327	2522		0		87	2125		0	506	6	0
Reduct Vol:	0	0		0		0	0		0	0	0	0
Reduced Vol:	327	2522		0		87	2125		0	506	6	0
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
FinalVolume:	327	2522		0		87	2125		0	506	6	0
Saturation Flow Module:												
Sat/Lane:	1450	1450		1450		1450	1450		1450	1450	1450	1450
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	2.00	4.00		0.00		2.00	3.00		1.00	1.00	2.00	1.00
Final Sat.:	2900	5800		0		2900	4350		1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43		0.00		0.03	0.49		0.00	0.17	0.00	0.00
Crit Volume:	164						708			253		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.818	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	125	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2 0	1	2	0	3 0	1	2	0	3 0	1
Volume Module:												
Base Vol:	219	687	343	119	1058	103	54	1690	169	320	2141	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	687	343	119	1058	103	54	1690	169	320	2141	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	219	687	0	119	1058	103	54	1690	169	320	2141	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	687	0	119	1058	103	54	1690	169	320	2141	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	219	687	0	119	1058	103	54	1690	169	320	2141	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.00	0.04	0.24	0.07	0.02	0.39	0.12	0.11	0.37	0.00
Crit Volume:	109			353			563			160		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.575	
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	44	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0 0	1	0	0	0 0	0	0	2 1	0	1 0
Volume Module:												
Base Vol:	10	0	234	0	0	0	0	1707	137	238	2289	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:	10	0	234	0	0	0	0	1707	137	238	2289	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	0	234	0	0	0	0	1707	137	238	2289	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	0	234	0	0	0	0	1707	137	238	2289	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:	10	0	234	0	0	0	0	1707	137	238	2289	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.78	0.22	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4166	334	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.16	0.00	0.00	0.00	0.00	0.41	0.41	0.16	0.51	0.00
Crit Volume:	10			0			615			238		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	335	571	323	358	845	180	136	1242	177	417	1669	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	571	323	358	845	180	136	1242	177	417	1669	184
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	335	571	0	358	845	0	136	1242	0	417	1669	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	571	0	358	845	0	136	1242	0	417	1669	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	335	571	0	358	845	0	136	1242	0	417	1669	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.00	0.12	0.29	0.00	0.05	0.29	0.00	0.14	0.38	0.00
Crit Volume:	168			423			414			209		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.593
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	2	827	96	76	1548	15	11	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	827	96	76	1548	15	11	8	6	52	6	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	827	96	76	1548	15	11	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	827	96	76	1548	15	11	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	827	96	76	1548	15	11	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.58	0.42	1.00	0.90	0.10	1.00
Final Sat.:	1450	2598	302	1450	2872	28	839	611	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	2			782			19			58		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0 0	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	834	86	159	1465	0	0	0	0	4	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	834	86	159	1465	0	0	0	0	4	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	834	86	159	1465	0	0	0	0	4	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	834	86	159	1465	0	0	0	0	4	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	834	86	159	1465	0	0	0	0	4	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2720	280	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0			733			0			4		
Crit Moves:	****			****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	50	824	42	47	1332	30	6	21	127	152	23	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	824	42	47	1332	30	6	21	127	152	23	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	824	42	47	1332	0	6	21	127	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	824	42	47	1332	0	6	21	127	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	824	42	47	1332	0	6	21	127	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2759	141	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0			666			127		175			
Crit Moves:	****			****			****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.269
Loss Time (sec): 0 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	0	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	246	0	30	26	249	0	1	262	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	246	0	30	26	249	0	1	262	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	246	0	30	26	249	0	1	262	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	246	0	30	26	249	0	1	262	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	246	0	30	26	249	0	1	262	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:			0			246			26			131
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	59	0	89	0	0	0	0	2185	172	432	1968	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:	59	0	89	0	0	0	0	2185	172	432	1968	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	0	89	0	0	0	0	2185	172	432	1968	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	0	89	0	0	0	0	2185	172	432	1968	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:	59	0	89	0	0	0	0	2185	172	432	1968	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.11	0.29	0.44	0.00
Crit Volume:			89			0			728		432	
Crit Moves:			****						****		****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.791
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	0	0 1	1	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	14	3	11		234	5	301		95	2676	7		40	2430	328	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	3	11		234	5	301		95	2676	7		40	2430	328	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	3	11		234	5	301		95	2676	7		40	2430	328	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	3	11		234	5	301		95	2676	7		40	2430	328	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	14	3	11		234	5	301		95	2676	7		40	2430	328	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.65	0.35	1.00		1.96	0.04	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2388	512	1450		2839	61	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.08	0.08	0.21		0.07	0.62	0.00		0.03	0.56	0.23	
Crit Volume:	9						301			892			40			
Crit Moves:	****						****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Ovl				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:	0	1	0	0 1	2	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5	2	11		1081	3	319		206	2053	3		15	2055	675	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	2	11		1081	3	319		206	2053	3		15	2055	675	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	2	11		1081	3	319		206	2053	3		15	2055	675	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2	11		1081	3	319		206	2053	3		15	2055	675	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2	11		1081	3	319		206	2053	3		15	2055	675	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.71	0.29	1.00		2.99	0.01	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1071	429	1500		4488	12	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.24	0.24	0.21		0.14	0.46	0.00		0.01	0.46	0.45	
Crit Volume:			11		361				206				685			
Crit Moves:			****		****				****				****			

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.915
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	603	91	289	35	188	231	78	2340	677	247	2574	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	91	289	35	188	231	78	2340	677	247	2574	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	603	91	0	35	188	231	78	2340	0	247	2574	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	91	0	35	188	231	78	2340	0	247	2574	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	603	91	0	35	188	231	78	2340	0	247	2574	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.61	0.39	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3780	570	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.02	0.06	0.16	0.03	0.54	0.00	0.09	0.59	0.02
Crit Volume:	231					231		780		124		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 107 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	222	84	257	91	167	80	35	2822	169	230	2310	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	84	257	91	167	80	35	2822	169	230	2310	97
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	222	84	0	91	167	0	35	2822	0	230	2310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	84	0	91	167	0	35	2822	0	230	2310	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	222	84	0	91	167	0	35	2822	0	230	2310	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	0.55	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2104	796	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.06	0.12	0.00	0.01	0.49	0.00	0.08	0.40	0.00
Crit Volume:		153			167			706		115		
Crit Moves:		****			****			****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.767
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	113	0	440	616	1844	2	7	2239	131
Growth Adj:	1.00	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	0	0	113	0	440	616	1844	2	7	2239	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	113	0	440	616	1844	2	7	2239	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	113	0	440	616	1844	2	7	2239	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:	2	0	0	113	0	440	616	1844	2	7	2239	131
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.42	0.42	0.00	0.51	0.09
Crit Volume:	2			57			308				746	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 154 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	346	348	149	478	367	142	221	2360	332	203	2308	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	348	149	478	367	142	221	2360	332	203	2308	748
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	348	149	478	367	142	221	2360	332	203	2308	748
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	348	149	478	367	142	221	2360	332	203	2308	748
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	346	348	149	478	367	142	221	2360	332	203	2308	748
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.10	0.16	0.08	0.10	0.08	0.41	0.23	0.07	0.53	0.52
Crit Volume:		116			239			111			769	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	19	1	28	90	1	179	160	2986	41	34	2521	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	28	90	1	179	160	2986	41	34	2521	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	1	0	90	1	0	160	2986	0	34	2521	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	90	1	0	160	2986	0	34	2521	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	1	0	90	1	0	160	2986	0	34	2521	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	1.98	0.02	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1378	73	1450	2868	32	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.06	0.51	0.00	0.02	0.43	0.00
Crit Volume:		20			46			746			34	
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 9 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:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	2246	156	118	1774	0	0	0	0	76	0	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:	0	2246	156	118	1774	0	0	0	0	76	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:	1.00	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	2246	156	118	1774	0	0	0	0	76	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2246	156	118	1774	0	0	0	0	76	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2246	156	118	1774	0	0	0	0	76	0	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.10	0.08	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		749		118				0		76		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	503	535	82	549	734	36	38	535	553	181	460	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	535	82	549	734	36	38	535	553	181	460	118
User Adj:	1.00	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:	503	535	82	549	734	36	38	535	553	181	460	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	535	82	549	734	36	38	535	553	181	460	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	535	82	549	734	36	38	535	553	181	460	118
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.06	0.19	0.17	0.02	0.03	0.18	0.38	0.12	0.16	0.08
Crit Volume:		267		275					553	181		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	216	1805	8	11	1851	57	143	27	257	5	13	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:	216	1805	8	11	1851	57	143	27	257	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1805	8	11	1851	57	143	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1805	8	11	1851	57	143	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1805	8	11	1851	57	143	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.68	0.32	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2439	461	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	216				617		85					24
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	57	0	52	0	0	0	0	1174	128	107	1009	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	0	52	0	0	0	0	1174	128	107	1009	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	52	0	0	0	0	1174	128	107	1009	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	52	0	0	0	0	1174	128	107	1009	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:	57	0	52	0	0	0	0	1174	128	107	1009	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.09	0.07	0.34	0.00
Crit Volume:	57			0			587			107		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.631
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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	3	0	1	2	0	2	1	0	1	0	1	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	28	1617	131	297	1848	6	108	198	132	29	22	191
Growth Adj:	1.00	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	1617	131	297	1848	6	108	198	132	29	22	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1617	0	297	1848	6	108	198	132	29	22	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1617	0	297	1848	6	108	198	132	29	22	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1617	0	297	1848	6	108	198	132	29	22	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4336	14	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.00	0.10	0.43	0.43	0.07	0.14	0.09	0.02	0.01	0.13
Crit Volume:		539		149				198		29		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	111	2003		0	0	1607		243	364		0	319	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:	111	2003		0	0	1607		243	364		0	319	0		0	0
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	111	2003		0	0	1607		243	364		0	319	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	111	2003		0	0	1607		243	364		0	319	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:	111	2003		0	0	1607		243	364		0	319	0		0	0
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500		0	0	4500	1500		3000		0	1500	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.04	0.45	0.00		0.00	0.36	0.16		0.12	0.00	0.21		0.00	0.00	0.00	
Crit Volume:		668			0						319		0			
Crit Moves:		****			****						****					

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.814
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	797	1253		31	228	1689		84	112	393		715	45	212		67
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	797	1253		31	228	1689		84	112	393		715	45	212		67
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	797	1253		0	228	1689		0	112	393		0	45	212		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	797	1253		0	228	1689		0	112	393		0	45	212		0
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	797	1253		0	228	1689		0	112	393		0	45	212		0
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.29	0.00		0.08	0.39	0.00		0.04	0.14	0.00		0.02	0.07	0.00	
Crit Volume:	399					563				197			23			
Crit Moves:	****					****				****			****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120				Critical Vol./Cap. (X):				0.592							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	56				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	106	1150		17	5	1280		8	5		6	78	26		8	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	106	1150		17	5	1280		8	5		6	78	26		8	1
User Adj:	1.00	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:	106	1150		17	5	1280		8	5		6	78	26		8	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	106	1150		17	5	1280		8	5		6	78	26		8	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	106	1150		17	5	1280		8	5		6	78	26		8	1
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	0.45		0.55	1.00	0.74		0.23	0.03
Final Sat.:	1450	2900		1450	1450	2900		1450	659		791	1450	1077		331	41
Capacity Analysis Module:																
Vol/Sat:	0.07	0.40		0.01	0.00	0.44		0.01	0.01		0.01	0.05	0.02		0.02	0.02
Crit Volume:	106					640						78				35
Crit Moves:	****					****						****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120				Critical Vol./Cap. (X):				0.506							
Loss Time (sec):	12				Average Delay (sec/veh):				xxxxxx							
Optimal Cycle:	46				Level Of Service:				A							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	114	793		31	27	1128		24	22		3	81	16		3	18
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	114	793		31	27	1128		24	22		3	81	16		3	18
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	114	793		31	27	1128		24	22		3	81	16		3	18
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	114	793		31	27	1128		24	22		3	81	16		3	18
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	114	793		31	27	1128		24	22		3	81	16		3	18
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	1.92		0.08	1.00	1.96		0.04	0.88		0.12	1.00	0.84		0.16	1.00
Final Sat.:	1450	2791		109	1450	2840		60	1276		174	1450	1221		229	1450
Capacity Analysis Module:																
Vol/Sat:	0.08	0.28		0.28	0.02	0.40		0.40	0.02		0.02	0.06	0.01		0.01	0.01
Crit Volume:	114					576						25				19
Crit Moves:	****					****						****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	1	399	129	336	889	253	36	892	4	57	605	484
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	399	129	336	889	253	36	892	4	57	605	484
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	399	0	336	889	0	36	892	0	57	605	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	399	0	336	889	0	36	892	0	57	605	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	399	0	336	889	0	36	892	0	57	605	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.12	0.31	0.00	0.01	0.31	0.00	0.02	0.21	0.00
Crit Volume:	0			445			446			29		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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!	0 0	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	43	7	6	12	75	239	33	837	62	38	634	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:	43	7	6	12	75	239	33	837	62	38	634	9
User Adj:	1.00	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:	43	7	6	12	75	239	33	837	62	38	634	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	7	6	12	75	239	33	837	62	38	634	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	7	6	12	75	239	33	837	62	38	634	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.12	0.11	0.14	0.86	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	1113	181	155	200	1250	1450	1450	2700	200	1450	2859	41
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.16	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:				56			239		450	38		
Crit Moves:				****			****		****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.731
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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:	Ovl				Include				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	1	0 1	1	0	1	0 0	0	0	0	0 0	1	0	1!	0 0
Volume Module:																
Base Vol:	0	280	348		316	528	0		0	0	0		441	0	424	
Growth Adj:	1.00	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	280	348		316	528	0		0	0	0		441	0	424	
User Adj:	1.00	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	280	348		316	528	0		0	0	0		441	0	424	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	280	348		316	528	0		0	0	0		441	0	424	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	280	348		316	528	0		0	0	0		441	0	424	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00		1.00	1.00	0.00		0.00	0.00	0.00		1.02	0.00	0.98	
Final Sat.:	0	1500	1500		1500	1500	0		0	0	0		1529	0	1471	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.19	0.23		0.21	0.35	0.00		0.00	0.00	0.00		0.29	0.00	0.29	
Crit Volume:			348		316						0		432			
Crit Moves:			****		****								****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.326
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0 0	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	6	1	12		13	0	128		176	444	23		12	299	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:	6	1	12		13	0	128		176	444	23		12	299	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:	6	1	12		13	0	128		176	444	23		12	299	30	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	1	12		13	0	128		176	444	23		12	299	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:	6	1	12		13	0	128		176	444	23		12	299	30	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.32	0.05	0.63		1.00	0.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	458	76	916		1450	0	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.01	0.00	0.09		0.12	0.15	0.02		0.01	0.10	0.02	
Crit Volume:			19				128		176					150		
Crit Moves:			****				****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	112	1000		0	2	1014		64	25		0	49	0		0	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	112	1000		0	2	1014		64	25		0	49	0		0	1
User Adj:	1.00	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:	112	1000		0	2	1014		64	25		0	49	0		0	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	112	1000		0	2	1014		64	25		0	49	0		0	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	112	1000		0	2	1014		64	25		0	49	0		0	1
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00		0.00	1.00	0.00		1.00	1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	1500		0	1500	0		1500	1500
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33		0.00	0.00	0.34		0.04	0.02		0.00	0.03	0.00		0.00	0.00
Crit Volume:	112					507						49	0			
Crit Moves:	****					****						****	****			

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	232	769		3	1	821		168	189		2	243	3		5	3
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	232	769		3	1	821		168	189		2	243	3		5	3
User Adj:	1.00	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:	232	769		3	1	821		168	189		2	243	3		5	3
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	232	769		3	1	821		168	189		2	243	3		5	3
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	232	769		3	1	821		168	189		2	243	3		5	3
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	2.00		0.01	0.99	0.38		0.62	1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	3000		12	1488	563		938	1500
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26		0.00	0.00	0.27		0.11	0.06		0.16	0.16	0.01		0.01	0.00
Crit Volume:	232					411					245		3			
Crit Moves:	****					****					****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.575
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	105	1137	31	232	1454	203	97	517	529	43	398	232
Growth Adj:	1.00	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	1137	31	232	1454	203	97	517	529	43	398	232
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	105	1137	0	232	1454	0	97	517	0	43	398	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1137	0	232	1454	0	97	517	0	43	398	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	105	1137	0	232	1454	0	97	517	0	43	398	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.08	0.33	0.00	0.07	0.18	0.00	0.01	0.14	0.00
Crit Volume:	53			485			97			199		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	182	1303	59	106	1438	55	203	11	330	125	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1303	59	106	1438	55	203	11	330	125	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1303	59	106	1438	55	203	11	330	125	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1303	59	106	1438	55	203	11	330	125	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1303	59	106	1438	55	203	11	330	125	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.90	0.10	1.00	0.97	0.03	1.00
Final Sat.:	1450	4162	188	1450	4190	160	2751	149	1450	1405	45	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.34	0.34	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	182					498			330		129	
Crit Moves:	****					****			****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.779
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	339	1839	72	60	2061	326	261	92	155	56	131	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	1839	72	60	2061	326	261	92	155	56	131	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1839	72	60	2061	326	261	92	155	56	131	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1839	72	60	2061	326	261	92	155	56	131	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	339	1839	72	60	2061	326	261	92	155	56	131	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.54	0.54	0.92	0.54	1.26	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2231	787	1331	781	1826	293
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.04	0.47	0.22	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	170			687			170			104		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.550
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	266	1014	13	4	986	55	90	7	464	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1014	13	4	986	55	90	7	464	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1014	13	4	986	55	90	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1014	13	4	986	55	90	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1014	13	4	986	55	90	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2784	216	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			493			49			18		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	315	1050	255	78	744	45	70	441	168	210	283	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1050	255	78	744	45	70	441	168	210	283	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	315	1050	255	78	744	45	70	441	168	210	283	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1050	255	78	744	45	70	441	168	210	283	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	315	1050	255	78	744	45	70	441	168	210	283	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.93	0.07
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1350	100
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.18	0.03	0.17	0.03	0.05	0.15	0.12	0.07	0.21	0.21
Crit Volume:	158			248			221					304
Crit Moves:	****			****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	498	1462	255	55	977	36	35	84	318	371	116	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	1462	255	55	977	36	35	84	318	371	116	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	498	1462	255	55	977	36	35	84	318	371	116	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	1462	255	55	977	36	35	84	318	371	116	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	498	1462	255	55	977	36	35	84	318	371	116	119
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.84	0.57	0.59
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2667	831	852
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.18	0.02	0.22	0.02	0.02	0.06	0.22	0.14	0.14	0.14
Crit Volume:	249			326			84					203
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	26	1190	31	13	823	264	305	17	38	33	15	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	1190	31	13	823	264	305	17	38	33	15	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1190	31	13	823	264	305	17	38	33	15	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1190	31	13	823	264	305	17	38	33	15	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	1190	31	13	823	264	305	17	38	33	15	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.31	0.69	2.00	0.45	0.55
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	448	1002	2900	659	791
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.02	0.01	0.19	0.18	0.21	0.04	0.04	0.01	0.02	0.02
Crit Volume:		397		13			305					33
Crit Moves:		****		****			****					****

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Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.733
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	38	1435	63	6	1752	51	67	11	63	38	17	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1435	63	6	1752	51	67	11	63	38	17	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	1435	63	6	1752	51	67	11	63	38	17	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1435	63	6	1752	51	67	11	63	38	17	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	1435	63	6	1752	51	67	11	63	38	17	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.18	0.82
Final Sat.:	1500	2874	126	1500	2915	85	1500	1500	1500	1500	274	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.50	0.00	0.60	0.60	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	38				902		67					93
Crit Moves:	****				****		****					****

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Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.896
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	28	2081	58	7	2276	185	27	0	242	237	0	22
Growth Adj:	1.00	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	2081	58	7	2276	185	27	0	242	237	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	2081	58	7	2276	185	27	0	242	237	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	2081	58	7	2276	185	27	0	242	237	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	2081	58	7	2276	185	27	0	242	237	0	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	1.00	2.77	0.23	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4232	118	1450	4023	327	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.00	0.57	0.57	0.02	0.00	0.17	0.16	0.00	0.02
Crit Volume:	0			820					242	237		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.700
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	8	2096	37	36	2368	82	51	18	11	90	22	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	2096	37	36	2368	82	51	18	11	90	22	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	2096	37	36	2368	82	51	18	11	90	22	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	2096	37	36	2368	82	51	18	11	90	22	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:	8	2096	37	36	2368	82	51	18	11	90	22	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.51	0.13	0.36
Final Sat.:	1500	4422	78	1500	4349	151	956	338	206	771	189	540
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.02	0.54	0.54	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	8					817	51					175
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	1561	37	85	1705	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1561	37	85	1705	0	0	0	0	49	0	60
User Adj:	1.00	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	1561	37	85	1705	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1561	37	85	1705	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1561	37	85	1705	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2931	69	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.06	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		799		85				0		49		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.456
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	762	8	296	842	0	0	0	0	3	0	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	762	8	296	842	0	0	0	0	3	0	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	762	8	296	842	0	0	0	0	3	0	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	762	8	296	842	0	0	0	0	3	0	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	762	8	296	842	0	0	0	0	3	0	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2969	31	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.20	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:			385	296				0		3		
Crit Moves:			****	****						****		

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2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.706
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	954	81	236	1566	19	1	3	4	214	4	333
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	954	81	236	1566	19	1	3	4	214	4	333
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	954	81	236	1566	19	1	3	4	214	4	333
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	954	81	236	1566	19	1	3	4	214	4	333
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	954	81	236	1566	19	1	3	4	214	4	333
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2673	227	1450	2865	35	181	544	725	1423	27	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.16	0.55	0.55	0.01	0.01	0.01	0.15	0.15	0.23
Crit Volume:	5			793			8			218		
Crit Moves:	****			****			****			****		

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2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	969	14	12	1697	74	66	1	27	74	6	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	969	14	12	1697	74	66	1	27	74	6	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	969	14	12	1697	74	66	1	27	74	6	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	969	14	12	1697	74	66	1	27	74	6	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	969	14	12	1697	74	66	1	27	74	6	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.99	0.01	1.00	0.92	0.07	1.01
Final Sat.:	1450	2900	1450	1450	2779	121	1428	22	1450	1341	109	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.01	0.01	0.61	0.61	0.05	0.05	0.02	0.06	0.06	0.02
Crit Volume:	59			886			67			80		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.373
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0	1	1 0	2 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	464	157	41	888	0	0	0	0	115	0	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:	0	464	157	41	888	0	0	0	0	115	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	464	157	41	888	0	0	0	0	115	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	464	157	41	888	0	0	0	0	115	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	464	157	41	888	0	0	0	0	115	0	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.10	0.03	0.30	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:	0				444			0		115		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.902
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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	0 1	1	0 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	249	0	156	199	0	54	18	1235	125	405	1157	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	0	156	199	0	54	18	1235	125	405	1157	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	0	156	199	0	54	18	1235	125	405	1157	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	0	156	199	0	54	18	1235	125	405	1157	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	0	156	199	0	54	18	1235	125	405	1157	238
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.11	0.14	0.00	0.04	0.01	0.43	0.09	0.28	0.40	0.16
Crit Volume:	249						54	618		405		
Crit Moves:	****						****	****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.554
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	119	810	28	15	1209	61	25	2	99	22	1	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:	119	810	28	15	1209	61	25	2	99	22	1	8
User Adj:	1.00	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:	119	810	28	15	1209	61	25	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	810	28	15	1209	61	25	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	119	810	28	15	1209	61	25	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.90	0.10	0.93	0.07	1.00	0.96	0.04	1.00
Final Sat.:	1450	2803	97	1450	2761	139	1343	107	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.01	0.44	0.44	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	119			635			27			23		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.544
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	30	624	8	46	1239	97	72	0	28	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	624	8	46	1239	97	72	0	28	15	3	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	624	8	46	1239	97	72	0	28	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	624	8	46	1239	97	72	0	28	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	624	8	46	1239	97	72	0	28	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.85	0.15	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2863	37	1450	2689	211	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.03	0.46	0.46	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	30					668	72					19
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap. (X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	721	32	111	1161	63	31	11	24	44	13	316
Growth Adj:	1.00	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	721	32	111	1161	63	31	11	24	44	13	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	721	32	111	1161	63	31	11	24	44	13	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	721	32	111	1161	63	31	11	24	44	13	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	721	32	111	1161	63	31	11	24	44	13	316
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.90	0.10	0.74	0.26	1.00	1.54	0.46	1.00
Final Sat.:	1450	2777	123	1450	2751	149	1070	380	1450	2239	661	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.08	0.42	0.42	0.03	0.03	0.02	0.02	0.02	0.22
Crit Volume:	26			612			42					316
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap. (X): 0.446
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	89	227	20	21	863	14	7	0	91	35	0	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:	89	227	20	21	863	14	7	0	91	35	0	9
User Adj:	1.00	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:	89	227	20	21	863	14	7	0	91	35	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	227	20	21	863	14	7	0	91	35	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	89	227	20	21	863	14	7	0	91	35	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2665	235	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.09	0.09	0.01	0.30	0.01	0.00	0.00	0.06	0.02	0.00	0.01
Crit Volume:	89			432					91	35		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.788
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	1	0 1	0	0	0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	112	680	341	0	0	0	0	1354	524	165	1471	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:	112	680	341	0	0	0	0	1354	524	165	1471	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	112	680	0	0	0	0	0	1354	0	165	1471	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	680	0	0	0	0	0	1354	0	165	1471	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	112	680	0	0	0	0	0	1354	0	165	1471	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	3000	0	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.11	0.49	0.00
Crit Volume:		340			0			677		165		
Crit Moves:		****						****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2 0 2	1	0	2 0 1	0	0	4 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	668	0	961	72	680	155	0	550	216	293	967	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	668	0	961	72	680	155	0	550	216	293	967	366
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	668	0	961	72	680	0	0	550	216	293	967	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	668	0	961	72	680	0	0	550	216	293	967	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	668	0	961	72	680	0	0	550	216	293	967	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.32	0.05	0.23	0.00	0.00	0.09	0.14	0.10	0.21	0.00
Crit Volume:	334				340			0			322	
Crit Moves:	****				****		****				****	

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Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.813	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	77	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	935	0	232	0	1355	554	0	1665	1148
Growth Adj:	1.00	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	935	0	232	0	1355	554	0	1665	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	935	0	232	0	1355	0	0	1665	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	935	0	232	0	1355	0	0	1665	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	935	0	232	0	1355	0	0	1665	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.29	0.00	0.15	0.00	0.42	0.00	0.00	0.52	0.00
Crit Volume:			0	468			0				832	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.562	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	33	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	1075	546	594	927	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	1075	546	594	927	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	1075	546	594	927	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1075	546	594	927	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	1075	546	594	927	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.36	0.20	0.31	
Crit Volume:	0			0					546	297		
Crit Moves:									****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	563	0	603	0	0	0	0	2192	592	0	1975	261
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	563	0	603	0	0	0	0	2192	592	0	1975	261
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	563	0	603	0	0	0	0	2192	0	0	1975	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	0	603	0	0	0	0	2192	0	0	1975	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	563	0	603	0	0	0	0	2192	0	0	1975	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.44	0.00
Crit Volume:			302	0				731		0		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	351	0	555	0	2439	285	0	1950	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	351	0	555	0	2439	285	0	1950	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	351	0	0	0	2439	0	0	1950	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	351	0	0	0	2439	0	0	1950	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	351	0	0	0	2439	0	0	1950	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.54	0.00	0.00	0.43	0.00
Crit Volume:			0	176				813		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	0	1582	232	0	819	0	0	0	0	919	0	386
Growth Adj:	1.00	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	1582	232	0	819	0	0	0	0	919	0	386
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1582	0	0	819	0	0	0	0	919	0	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1582	0	0	819	0	0	0	0	919	0	386
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1582	0	0	819	0	0	0	0	919	0	386
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.26
Crit Volume:		527		0			0					386
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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			Ignore			Ignore			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:	2	0	3 0	0	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	1371	1681	0	0	1704	288	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1371	1681	0	0	1704	288	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1371	1681	0	0	1704	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1371	1681	0	0	1704	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1371	1681	0	0	1704	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.46	0.37	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	686				568		0				0	
Crit Moves:	****				****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.812
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2855	454	534	1450	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2855	454	534	1450	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2855	0	534	1450	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2855	0	534	1450	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2855	0	534	1450	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.18	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		952		267			0				0	
Crit Moves:		****		****								

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.969
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	188	464	591	683	0	267	362	1566	306	0	2822	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	464	591	683	0	267	362	1566	306	0	2822	299
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	464	0	683	0	267	362	1566	306	0	2822	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	464	0	683	0	267	362	1566	306	0	2822	299
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	464	0	683	0	267	362	1566	306	0	2822	299
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.88	0.00	1.12	2.00	1.67	0.33	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4170	0	1630	2900	2426	474	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.16	0.00	0.16	0.12	0.65	0.65	0.00	0.49	0.21
Crit Volume:		232		237					936	0		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.719
Loss Time (sec): 0 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	0	1 0	1	0	0	1 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	18	1	10		497	0	30		54	555	4		4	514	446	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1	10		497	0	30		54	555	4		4	514	446	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1	10		497	0	30		54	555	4		4	514	446	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1	10		497	0	30		54	555	4		4	514	446	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	1	10		497	0	30		54	555	4		4	514	446	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.09	0.91		1.00	0.00	1.00		1.00	1.99	0.01		1.00	1.07	0.93	
Final Sat.:	1450	132	1318		1450	0	1450		1450	2879	21		1450	1553	1347	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.34	0.00	0.02		0.04	0.19	0.19		0.00	0.33	0.33	
Crit Volume:		11			497				54					480		
Crit Moves:	****				****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				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	0 1	1	0	2	0 0	0	0	2	0 1	2	0	0	0 1
Volume Module:																
Base Vol:	0	1429		95	95	1512		0	0	370	198		85	0	503	
Growth Adj:	1.00	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	1429		95	95	1512		0	0	370	198		85	0	503	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1429		0	95	1512		0	0	370	198		85	0	503	
Reduct Vol:	0	0		0	0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	1429		0	95	1512		0	0	370	198		85	0	503	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1429		0	95	1512		0	0	370	198		85	0	503	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		1.00	2.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00	
Final Sat.:	0	2900	1450		1450	2900	0		0	2900	1450		2900	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.49	0.00		0.07	0.52	0.00		0.00	0.13	0.14		0.03	0.00	0.35	
Crit Volume:		715			95				0						503	
Crit Moves:	****				****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.407
Loss Time (sec): 0 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:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	0	271	0	0	0	0	584	58	271	178	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:	19	0	271	0	0	0	0	584	58	271	178	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	271	0	0	0	0	584	58	271	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	271	0	0	0	0	584	58	271	178	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:	19	0	271	0	0	0	0	584	58	271	178	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.82	0.18	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2729	271	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.06	0.00
Crit Volume:	19			0			321		271			
Crit Moves:	****						****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	203	474	0	0	908	24	52	0	322	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:	203	474	0	0	908	24	52	0	322	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	203	474	0	0	908	24	52	0	322	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	474	0	0	908	24	52	0	322	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:	203	474	0	0	908	24	52	0	322	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.30	0.02	0.03	0.00	0.21	0.00	0.00	0.00
Crit Volume:	203			454			322		0			
Crit Moves:	****			****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.642
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	44	826	0	291	1340	32	51	9	488	0	4	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	826	0	291	1340	32	51	9	488	0	4	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	826	0	291	1340	32	51	9	488	0	4	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	826	0	291	1340	32	51	9	488	0	4	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:	44	826	0	291	1340	32	51	9	488	0	4	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.04	1.96	0.00	0.03	0.97
Final Sat.:	1500	3000	0	1500	3000	1500	1500	54	2946	0	51	1449
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.19	0.45	0.02	0.03	0.17	0.17	0.00	0.08	0.08
Crit Volume:	44			670					249	0		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	142	0	0	0	0	1705	0	59	2925	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	142	0	0	0	0	1705	0	59	2925	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	142	0	0	0	0	1705	0	59	2925	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	142	0	0	0	0	1705	0	59	2925	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	142	0	0	0	0	1705	0	59	2925	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.28	0.00	0.04	0.49	0.00
Crit Volume:			142	0				0			731	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1! 0 0
Volume Module:												
Base Vol:	0	240	621	117	325	0	0	0	0	1092	0	450
Growth Adj:	1.00	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	240	621	117	325	0	0	0	0	1092	0	450
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	240	0	117	325	0	0	0	0	1092	0	450
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	240	0	117	325	0	0	0	0	1092	0	450
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	240	0	117	325	0	0	0	0	1092	0	450
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2125	0	875
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		120		117					0	771		
Crit Moves:		****		****						****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.312
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	2	0	0 0	0 0	0	1 0	1	2	0 1 0 0
Volume Module:												
Base Vol:	61	0	326	0	0	0	0	165	97	485	331	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:	61	0	326	0	0	0	0	165	97	485	331	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	0	0	0	0	0	0	165	97	485	331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	0	0	0	0	0	0	165	97	485	331	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	61	0	0	0	0	0	0	165	97	485	331	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.06	0.16	0.22	0.00
Crit Volume:	61					0			165	242		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:		Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	56	54	59	115	86	123	239	491	81	115	1067	293
Growth Adj:	1.00	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	54	59	115	86	123	239	491	81	115	1067	293
User Adj:	1.00	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:	56	54	59	115	86	123	239	491	81	115	1067	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	54	59	115	86	123	239	491	81	115	1067	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	56	54	59	115	86	123	239	491	81	115	1067	293
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.06	0.08	0.16	0.11	0.06	0.08	0.25	0.20
Crit Volume:		54			115			239			356	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.689
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	27	1671	23	159	1678	676	365	0	8	0	0	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1671	23	159	1678	676	365	0	8	0	0	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	27	1671	23	159	1678	676	365	0	8	0	0	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1671	23	159	1678	676	365	0	8	0	0	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	27	1671	23	159	1678	676	365	0	8	0	0	260
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.02	0.11	0.39	0.47	0.13	0.00	0.01	0.00	0.00	0.18
Crit Volume:		557			0		183					260
Crit Moves:		****			****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	15	1209	34		361	1528	226		128	311	10		40	541	344	
Growth Adj:	1.00	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	1209	34		361	1528	226		128	311	10		40	541	344	
User Adj:	1.00	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:	15	1209	34		361	1528	226		128	311	10		40	541	344	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	15	1209	34		361	1528	226		128	311	10		40	541	344	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	15	1209	34		361	1528	226		128	311	10		40	541	344	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	2900	1450		2900	4350	1450		2900	4350	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.42	0.02		0.12	0.35	0.16		0.04	0.07	0.01		0.01	0.19	0.24	
Crit Volume:		605			181				64					271		
Crit Moves:	****				****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	1692	58		10	1647	0		0	0	0		30	0	10	
Growth Adj:	1.00	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	1692	58		10	1647	0		0	0	0		30	0	10	
User Adj:	1.00	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	1692	58		10	1647	0		0	0	0		30	0	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1692	58		10	1647	0		0	0	0		30	0	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	1692	58		10	1647	0		0	0	0		30	0	10	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		0.75	0.00	0.25	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1125	0	375	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.38	0.04		0.01	0.37	0.00		0.00	0.00	0.00		0.03	0.00	0.03	
Crit Volume:		564			10				0						40	
Crit Moves:	****				****										****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.167
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	0 1	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	134	0	117	0	0	0	0	4	61	52	4	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:	134	0	117	0	0	0	0	4	61	52	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	0	117	0	0	0	0	4	61	52	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	0	117	0	0	0	0	4	61	52	4	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:	134	0	117	0	0	0	0	4	61	52	4	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.93	0.07	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1393	107	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.00
Crit Volume:	134			0					61		56	
Crit Moves:	****								****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	0 0	1	0 1	0 0	1
Volume Module:												
Base Vol:	62	521	38	83	681	78	53	14	62	9	98	373
Growth Adj:	1.00	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	521	38	83	681	78	53	14	62	9	98	373
User Adj:	1.00	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:	62	521	38	83	681	78	53	14	62	9	98	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	521	38	83	681	78	53	14	62	9	98	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	62	521	38	83	681	78	53	14	62	9	98	373
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.79	0.21	1.00	0.08	0.92	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1147	303	1450	122	1328	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.03	0.06	0.23	0.05	0.05	0.05	0.04	0.07	0.07	0.26
Crit Volume:	62				341			67				373
Crit Moves:	****				****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.743
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	430	51	286	845	0	0	0	0	106	0	270
Growth Adj:	1.00	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	430	51	286	845	0	0	0	0	106	0	270
User Adj:	1.00	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	430	51	286	845	0	0	0	0	106	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	430	51	286	845	0	0	0	0	106	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	430	51	286	845	0	0	0	0	106	0	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.03	0.19	0.56	0.00	0.00	0.00	0.00	0.07	0.00	0.18
Crit Volume:	0				845			0				270
Crit Moves:	****				****							****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec):	100	Critical Vol./Cap. (X):	0.862
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	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			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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	69	0	920	471	2119	0	0	2259	95
Growth Adj:	1.00	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	69	0	920	471	2119	0	0	2259	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	0	471	2119	0	0	2259	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	0	471	2119	0	0	2259	95
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:	0	0	0	69	0	0	471	2119	0	0	2259	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.31	0.47	0.00	0.00	0.50	0.06
Crit Volume:				69			471				753	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap. (X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				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	2	0 1	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	52	1488		0	35	1188		105	61		1	51	0		2	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:	52	1488		0	35	1188		105	61		1	51	0		2	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	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:	52	1488		0	35	1188		105	61		1	51	0		2	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	52	1488		0	35	1188		105	61		1	51	0		2	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	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	52	1488		0	35	1188		105	61		1	51	0		2	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	1.84		0.16	1.00		0.02	0.98	0.00		1.00	1.00
Final Sat.:	1450	2900		1450	1450	2665		235	1450		28	1422	0		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.51		0.00	0.02	0.45		0.45	0.04		0.04	0.04	0.00		0.00	0.00
Crit Volume:		744				35				61				2		
Crit Moves:		****				****				****				****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				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	1	0	0	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	25	1		30	44	0		0	0	919		16	17	1014		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:	25	1		30	44	0		0	0	919		16	17	1014		58
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	25	1		30	44	0		0	0	919		16	17	1014		58
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	25	1		30	44	0		0	0	919		16	17	1014		58
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	25	1		30	44	0		0	0	919		16	17	1014		58
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.96	0.04		1.00	1.00	0.00		0.00	1.00	1.97		0.03	1.00	1.89		0.11
Final Sat.:	1394	56		1450	1450	0		0	1450	2850		50	1450	2743		157
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02		0.02	0.03	0.00		0.00	0.00	0.32		0.32	0.01	0.37		0.37
Crit Volume:				30	44					0				536		
Crit Moves:			****	****					****					****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.210
Loss Time (sec): 0 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:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	53	0	0	0	0	423	2	51	251	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:	6	0	53	0	0	0	0	423	2	51	251	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	53	0	0	0	0	423	2	51	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	53	0	0	0	0	423	2	51	251	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:	6	0	53	0	0	0	0	423	2	51	251	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.08	0.00
Crit Volume:			53	0				211		51		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.716
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	344	917	0	0	1290	119	39	0	85	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:	344	917	0	0	1290	119	39	0	85	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	917	0	0	1290	119	39	0	85	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	917	0	0	1290	119	39	0	85	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:	344	917	0	0	1290	119	39	0	85	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.31	0.00	0.00	0.43	0.08	0.03	0.00	0.06	0.00	0.00	0.00
Crit Volume:	344				645				85	0		
Crit Moves:	****				****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.723
Loss Time (sec): 0 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:	0	0	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	227	2372	0	0	2788	203
Growth Adj:	1.00	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	0	0	0	227	2372	0	0	2788	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	227	2372	0	0	2788	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	227	2372	0	0	2788	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	0	0	0	227	2372	0	0	2788	203
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.37	0.00	0.00	0.58	0.13
Crit Volume:	0			0			227				929	
Crit Moves:							****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.741
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	672	512	16	51	1028	0	0	261	447	94	438	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	672	512	16	51	1028	0	0	261	447	94	438	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	672	512	16	51	1028	0	0	261	0	94	438	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	672	512	16	51	1028	0	0	261	0	94	438	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	672	512	16	51	1028	0	0	261	0	94	438	51
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.01	0.04	0.35	0.00	0.00	0.09	0.00	0.06	0.15	0.04
Crit Volume:	336				514			131		94		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	63	1389	247	27	1570	19	8	14	26	147	35	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1389	247	27	1570	19	8	14	26	147	35	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1389	247	27	1570	19	8	14	26	147	35	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1389	247	27	1570	19	8	14	26	147	35	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:	63	1389	247	27	1570	19	8	14	26	147	35	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.17	0.02	0.36	0.01	0.01	0.01	0.02	0.10	0.02	0.01
Crit Volume:	63				523				26	147		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.486
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1632	54	84	1724	10	4	3	8	42	6	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1632	54	84	1724	10	4	3	8	42	6	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1632	54	84	1724	10	4	3	8	42	6	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1632	54	84	1724	10	4	3	8	42	6	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1632	54	84	1724	10	4	3	8	42	6	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.04	0.06	0.40	0.01	0.00	0.00	0.01	0.03	0.00	0.05
Crit Volume:		544			84			4				72
Crit Moves:		****			****			****				****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.823
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	46	1022	456	90	1086	566	632	1562	13	478	1478	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1022	456	90	1086	566	632	1562	13	478	1478	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1022	456	90	1086	566	632	1562	13	478	1478	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1022	456	90	1086	566	632	1562	13	478	1478	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1022	456	90	1086	566	632	1562	13	478	1478	123
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.31	0.03	0.25	0.39	0.22	0.36	0.01	0.16	0.34	0.08
Crit Volume:	23			362			316			493		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.484
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	65	1271	197	2	1351	98	52	65	34	121	80	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:	65	1271	197	2	1351	98	52	65	34	121	80	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1271	197	2	1351	98	52	65	34	121	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1271	197	2	1351	98	52	65	34	121	80	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:	65	1271	197	2	1351	98	52	65	34	121	80	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.14	0.00	0.31	0.07	0.04	0.04	0.02	0.08	0.06	0.00
Crit Volume:	65			450			65			121		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	43	1577	161		83	1399	43		15	71	10		273	108	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:	43	1577	161		83	1399	43		15	71	10		273	108	32	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	1577	161		83	1399	43		15	71	10		273	108	32	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	1577	161		83	1399	43		15	71	10		273	108	32	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	43	1577	161		83	1399	43		15	71	10		273	108	32	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.36	0.11		0.06	0.32	0.03		0.01	0.02	0.01		0.19	0.04	0.02	
Crit Volume:		526				83				36				273		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 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:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	23	824	335		212	818	592		602	1397	38		618	1195	304	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	23	824	335		212	818	592		602	1397	38		618	1195	304	
User Adj:	1.00	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:	23	824	335		212	818	592		602	1397	38		618	1195	304	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	824	335		212	818	592		602	1397	38		618	1195	304	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	23	824	335		212	818	592		602	1397	38		618	1195	304	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.19	0.23		0.07	0.19	0.41		0.21	0.32	0.03		0.21	0.27	0.21	
Crit Volume:		275				106				466				309		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.254
Loss Time (sec): 0 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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	64	106	22	3	50	38	23	230	51	44	463	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	106	22	3	50	38	23	230	51	44	463	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	106	22	3	50	38	23	230	51	44	463	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	106	22	3	50	38	23	230	51	44	463	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	64	106	22	3	50	38	23	230	51	44	463	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.02	0.00	0.03	0.03	0.02	0.08	0.04	0.03	0.16	0.00
Crit Volume:	64			50			23			232		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	159	94	11	113	63	28	73	1710	161	21	1860	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	94	11	113	63	28	73	1710	161	21	1860	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:	159	94	11	113	63	28	73	1710	161	21	1860	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	94	11	113	63	28	73	1710	161	21	1860	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:	159	94	11	113	63	28	73	1710	161	21	1860	193
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.01	0.08	0.04	0.02	0.05	0.39	0.11	0.01	0.43	0.13
Crit Volume:	159			63			73			620		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	114	0	37		0	0	0		0	871	99		117	1312	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:	114	0	37		0	0	0		0	871	99		117	1312	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	114	0	37		0	0	0		0	871	99		117	1312	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	0	37		0	0	0		0	871	99		117	1312	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:	114	0	37		0	0	0		0	871	99		117	1312	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.02		0.00	0.00	0.00		0.00	0.29	0.07		0.08	0.44	0.00	
Crit Volume:	114				0				0				656			
Crit Moves:	****								****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound					South Bound					East Bound					West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Protected					Protected					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:																				
Base Vol:	63	141		92		4	111		47		20	266		47		61	566		1	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	63	141		92		4	111		47		20	266		47		61	566		1	
User Adj:	1.00	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:	63	141		92		4	111		47		20	266		47		61	566		1	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	63	141		92		4	111		47		20	266		47		61	566		1	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	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:	63	141		92		4	111		47		20	266		47		61	566		1	
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450		1450	1450		1450		1450	1450		1450	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	2.00		1.00		1.00	2.00		1.00	
Final Sat.:	1450	1450		1450		1450	1450		1450		1450	2900		1450		1450	2900		1450	
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.10		0.06		0.00	0.08		0.03		0.01	0.09		0.03		0.04	0.20		0.00	
Crit Volume:	63						111				20						283			
Crit Moves:	****						****				****						****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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	0	1	0	1	1	0	1	0	0	1
Volume Module:												
Base Vol:	0	0	0	81	0	9	106	1397	0	0	1992	77
Growth Adj:	1.00	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	81	0	9	106	1397	0	0	1992	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:	0	0	0	81	0	9	106	1397	0	0	1992	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	9	106	1397	0	0	1992	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:	0	0	0	81	0	9	106	1397	0	0	1992	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.07	0.31	0.00	0.00	0.44	0.05
Crit Volume:		0		81			106				664	
Crit Moves:				****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.577
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	19	6	144	11	7	16	1815	32	69	1936	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:	0	19	6	144	11	7	16	1815	32	69	1936	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:	1.00	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	19	6	144	11	7	16	1815	32	69	1936	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	6	144	11	7	16	1815	32	69	1936	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	19	6	144	11	7	16	1815	32	69	1936	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.10	0.01	0.00	0.01	0.42	0.02	0.05	0.45	0.03
Crit Volume:		19		144				605		69		
Crit Moves:		****		****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	69	1573	189	14	1553	115	201	28	18	51	14	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1573	189	14	1553	115	201	28	18	51	14	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1573	189	14	1553	115	201	28	18	51	14	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1573	189	14	1553	115	201	28	18	51	14	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	1573	189	14	1553	115	201	28	18	51	14	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.13	0.01	0.36	0.08	0.14	0.02	0.01	0.04	0.01	0.00
Crit Volume:	69				518		201				14	
Crit Moves:	****				****		****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.166
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	28	0	1	0	0	2	2	310	0	1	417	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	1	0	0	2	2	310	0	1	417	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	1	0	0	2	2	310	0	1	417	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	1	0	0	2	2	310	0	1	417	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:	28	0	1	0	0	2	2	310	0	1	417	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00	0.14	0.00
Crit Volume:	28						2	2			209	
Crit Moves:	****						****	****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.234
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	13	0	38	0	0	5	2	295	18	78	599	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:	13	0	38	0	0	5	2	295	18	78	599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	38	0	0	5	2	295	18	78	599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	38	0	0	5	2	295	18	78	599	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:	13	0	38	0	0	5	2	295	18	78	599	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.10	0.01	0.05	0.21	0.00
Crit Volume:			38		0			2			300	
Crit Moves:			****		****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	85	1595	28	10	1679	56	97	1	124	17	1	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	1595	28	10	1679	56	97	1	124	17	1	7
User Adj:	1.00	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:	85	1595	28	10	1679	56	97	1	124	17	1	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	1595	28	10	1679	56	97	1	124	17	1	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	85	1595	28	10	1679	56	97	1	124	17	1	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.02	0.01	0.39	0.04	0.07	0.00	0.09	0.01	0.00	0.00
Crit Volume:	85				560				124	17		
Crit Moves:	****				****				****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	94	1587	97	55	1662	58	24	7	38	42	15	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1587	97	55	1662	58	24	7	38	42	15	97
User Adj:	1.00	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:	94	1587	97	55	1662	58	24	7	38	42	15	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	1587	97	55	1662	58	24	7	38	42	15	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	1587	97	55	1662	58	24	7	38	42	15	97
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.07	0.04	0.38	0.04	0.02	0.00	0.03	0.03	0.01	0.07
Crit Volume:	94				554		24					97
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.055
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	1	2	13	3	2	1	87	12	1	128	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:	6	1	2	13	3	2	1	87	12	1	128	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	2	13	3	2	1	87	12	1	128	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	2	13	3	2	1	87	12	1	128	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	1	2	13	3	2	1	87	12	1	128	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03	0.01	0.00	0.04	0.02
Crit Volume:				2	13		1				64	
Crit Moves:				****	****		****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.360
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	1519	67	0	1506	0	0	0	0	33	0	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:	0	1519	67	0	1506	0	0	0	0	33	0	9
User Adj:	1.00	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	1519	67	0	1506	0	0	0	0	33	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1519	67	0	1506	0	0	0	0	33	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1519	67	0	1506	0	0	0	0	33	0	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.04	0.00	0.33	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Volume:		506		0				0		33		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.614
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	127	0	364	197	1534	0	0	1790	96
Growth Adj:	1.00	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	127	0	364	197	1534	0	0	1790	96
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	0	197	1534	0	0	1790	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	0	197	1534	0	0	1790	96
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:	0	0	0	127	0	0	197	1534	0	0	1790	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.13	0.34	0.00	0.00	0.40	0.06
Crit Volume:				127			197				597	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	158	0	1567	0	0	2035	87
Growth Adj:	1.00	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	0	0	158	0	1567	0	0	2035	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	158	0	1567	0	0	2035	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	158	0	1567	0	0	2035	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	0	0	0	0	158	0	1567	0	0	2035	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.35	0.00	0.00	0.45	0.06
Crit Volume:	0					158	0				678	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.704
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	205	0	270	160	1298	0	0	1880	121
Growth Adj:	1.00	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	205	0	270	160	1298	0	0	1880	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	205	0	270	160	1298	0	0	1880	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	205	0	270	160	1298	0	0	1880	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	205	0	270	160	1298	0	0	1880	121
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.18	0.11	0.29	0.00	0.00	0.42	0.08
Crit Volume:	0					270	160				627	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	108	1096	206	41	1417	111	47	9	55	144	11	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:	108	1096	206	41	1417	111	47	9	55	144	11	56
User Adj:	1.00	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:	108	1096	206	41	1417	111	47	9	55	144	11	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1096	206	41	1417	111	47	9	55	144	11	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	1096	206	41	1417	111	47	9	55	144	11	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.14	0.03	0.33	0.08	0.03	0.01	0.04	0.10	0.01	0.04
Crit Volume:	108				472				55	144		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.401
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	49	1188	85	101	1392	85	28	16	26	33	10	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:	49	1188	85	101	1392	85	28	16	26	33	10	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1188	85	101	1392	85	28	16	26	33	10	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1188	85	101	1392	85	28	16	26	33	10	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1188	85	101	1392	85	28	16	26	33	10	41
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.06	0.07	0.32	0.06	0.02	0.01	0.02	0.02	0.01	0.03
Crit Volume:	49				464			28				41
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.241
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	75	0	11		0	0	0		0	366	10		97	573	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:	75	0	11		0	0	0		0	366	10		97	573	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	75	0	11		0	0	0		0	366	10		97	573	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	75	0	11		0	0	0		0	366	10		97	573	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:	75	0	11		0	0	0		0	366	10		97	573	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.01		0.00	0.00	0.00		0.00	0.12	0.01		0.06	0.19	0.00	
Crit Volume:	75				0				0					287		
Crit Moves:	****								****					****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	109	1433	104		154	1702	68		29	6	48		26	6	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	109	1433	104		154	1702	68		29	6	48		26	6	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	109	1433	104		154	1702	68		29	6	48		26	6	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	109	1433	104		154	1702	68		29	6	48		26	6	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	109	1433	104		154	1702	68		29	6	48		26	6	83	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.33	0.07		0.11	0.39	0.05		0.02	0.00	0.03		0.02	0.00	0.06	
Crit Volume:	109					567			29						83	
Crit Moves:	****					****			****						****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	49	1513	94	90	1646	38	16	2	23	189	4	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1513	94	90	1646	38	16	2	23	189	4	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1513	94	90	1646	38	16	2	23	189	4	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1513	94	90	1646	38	16	2	23	189	4	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	1513	94	90	1646	38	16	2	23	189	4	135
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.35	0.06	0.06	0.38	0.03	0.01	0.00	0.02	0.13	0.00	0.09
Crit Volume:	49				549				23	189		
Crit Moves:	****				****				****	****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	575	212	5	879	1	30	14	68	216	34	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	575	212	5	879	1	30	14	68	216	34	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	575	212	5	879	1	30	14	68	216	34	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	575	212	5	879	1	30	14	68	216	34	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	575	212	5	879	1	30	14	68	216	34	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.78	0.12	0.10
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1131	178	141
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.15	0.00	0.30	0.30	0.03	0.03	0.05	0.19	0.19	0.19
Crit Volume:		575			5			44				277
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.653
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	290	247	0	383	357	221	252	2	342	350	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	247	0	383	357	221	252	2	342	350	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	247	0	383	357	221	252	2	342	350	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	247	0	383	357	221	252	2	342	350	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	247	0	383	357	221	252	2	342	350	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2949	51
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.16	0.00	0.26	0.24	0.15	0.17	0.17	0.23	0.12	0.12
Crit Volume:	0			383			254		342			
Crit Moves:	****			****			****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 6 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			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	227	59	98	12	54	24	23	468	191	49	457	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:	227	59	98	12	54	24	23	468	191	49	457	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	59	98	12	54	24	23	468	191	49	457	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	59	98	12	54	24	23	468	191	49	457	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	227	59	98	12	54	24	46	468	191	98	457	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.13	0.60	0.27	0.05	0.95	1.00	0.10	0.90	1.00
Final Sat.:	1270	330	1600	213	960	427	75	1525	1600	155	1445	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.06	0.06	0.06	0.31	0.31	0.12	0.32	0.32	0.02
Crit Volume:	227			90			491		49			
Crit Moves:	****			****			****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120					Critical Vol./Cap. (X):				0.575						
Loss Time (sec):	6					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	34					Level Of Service:				A						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				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	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	11	50	35		120	81	93		48	523	14		52	607	60	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	11	50	35		120	81	93		48	523	14		52	607	60	
User Adj:	1.00	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:	11	50	35		120	81	93		48	523	14		52	607	60	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	11	50	35		120	81	93		48	523	14		52	607	60	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	11	50	35		120	81	93		48	523	14		52	607	60	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	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		1.00	0.47	0.53		1.00	0.97	0.03		1.00	0.91	0.09	
Final Sat.:	1600	941	659		1600	745	855		1600	1558	42		1600	1456	144	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.05	0.05		0.08	0.11	0.11		0.03	0.34	0.34		0.03	0.42	0.42	
Crit Volume:		85				120				48				667		
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120					Critical Vol./Cap. (X):				0.865						
Loss Time (sec):	6					Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	107					Level Of Service:				D						
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Ignore				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	0	1!	0 0	1	0	0	1 0	1	0	0	1 0
Volume Module:																
Base Vol:	83	31	290		68	101	30		26	477	45		494	444	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:	83	31	290		68	101	30		26	477	45		494	444	9	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	83	31	0		68	101	30		26	477	45		494	444	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	83	31	0		68	101	30		26	477	45		494	444	9	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	83	31	0		68	101	30		26	477	45		494	444	9	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.73	0.27	1.00		0.34	0.51	0.15		1.00	0.91	0.09		1.00	0.98	0.02	
Final Sat.:	1092	408	1500		513	761	226		1500	1371	129		1500	1470	30	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.08	0.00		0.13	0.13	0.13		0.02	0.35	0.35		0.33	0.30	0.30	
Crit Volume:	83						199				522		494			
Crit Moves:	****						****				****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.777
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	0 1
Volume Module:												
Base Vol:	430	1258	35	62	1176	56	60	191	224	133	146	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	1258	35	62	1176	56	60	191	224	133	146	72
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	430	1258	35	62	1176	0	60	191	0	133	146	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1258	35	62	1176	0	60	191	0	133	146	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	430	1258	35	62	1176	0	60	191	0	133	146	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.02	0.04	0.41	0.00	0.04	0.13	0.00	0.09	0.10	0.05
Crit Volume:	215			588			191			133		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.686
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1 0	0 1	1	1 0	0 1	1	0 1! 0	0	0	1 0	0 2
Volume Module:												
Base Vol:	1	34	10	879	9	835	714	104	2	1	43	1098
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	879	9	835	714	104	2	1	43	1098
User Adj:	1.00	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:	1	34	10	879	9	835	714	104	2	1	43	1098
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	879	9	835	714	104	2	1	43	1098
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	879	9	835	714	104	2	1	43	1098
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.74	0.25	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2525	368	7	33	1417	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.58	0.28	0.28	0.28	0.03	0.03	0.38
Crit Volume:	35			0			410			549		
Crit Moves:	****			****			****			****		

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Cumulative Plus Project PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.542	A xxxxx	0.542	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.582	A xxxxx	0.582	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E xxxxx	0.931	E xxxxx	0.931	+ 0.000 V/C

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.542
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	40	3	254	36	5	3	3	1449	20	19	1313	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	254	36	5	3	3	1449	20	19	1313	17
User Adj:	1.00	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:	40	3	254	36	5	3	3	1449	20	19	1313	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3	254	36	5	3	3	1449	20	19	1313	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	3	254	36	5	3	3	1449	20	19	1313	17
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:	0.93	0.07	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1326	99	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.18	0.03	0.03	0.03	0.00	0.34	0.01	0.01	0.31	0.01
Crit Volume:			254	36				483		0		
Crit Moves:			****	****				****		****		

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.582
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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	3 0 1	2	0	3 0 1	0	0	1! 0 0	1	1	0 0 2
Volume Module:												
Base Vol:	15	1952	47	213	1895	13	5	2	6	112	5	323
Growth Adj:	1.00	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	1952	47	213	1895	13	5	2	6	112	5	323
User Adj:	1.00	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:	15	1952	47	213	1895	13	5	2	6	112	5	323
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1952	47	213	1895	13	5	2	6	112	5	323
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	15	1952	47	213	1895	13	5	2	6	112	5	323
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.38	0.15	0.47	1.91	0.09	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	548	219	658	2728	122	2850
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.03	0.07	0.44	0.01	0.01	0.01	0.01	0.04	0.04	0.11
Crit Volume:		651		107			13			58		
Crit Moves:		****		****			****			****		

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.931
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	240	1639	149	54	1626	40	58	43	226	150	169	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	1639	149	54	1626	40	58	43	226	150	169	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	1639	149	54	1626	40	58	43	226	150	169	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	1639	149	54	1626	40	58	43	226	150	169	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	1639	149	54	1626	40	58	43	226	150	169	106
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.60	0.11	0.04	0.59	0.03	0.04	0.03	0.16	0.11	0.12	0.08
Crit Volume:	240				813		58				169	
Crit Moves:	****				****		****				****	

Cumulative Plus Project PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#309 Watt Ave/Elverta Rd	F xxxxx	1.013	F xxxxx	1.013	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	F xxxxx	1.102	F xxxxx	1.102	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F xxxxx	1.258	F xxxxx	1.258	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D xxxxx	0.847	D xxxxx	0.847	+ 0.000 V/C
#313 Watt Ave/Elkhorn	F xxxxx	1.028	F xxxxx	1.028	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	D xxxxx	0.881	D xxxxx	0.881	+ 0.000 V/C

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.013
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	191	2016	403	391	1442	468	386	1089	142	215	796	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	2016	403	391	1442	468	386	1089	142	215	796	255
User Adj:	1.00	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:	191	2016	403	391	1442	468	386	1089	142	215	796	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	2016	403	391	1442	468	386	1089	142	215	796	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	191	2016	403	391	1442	468	386	1089	142	215	796	255
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.27	0.13	0.32	0.31	0.13	0.36	0.09	0.07	0.27	0.17
Crit Volume:		672			196			545		108		
Crit Moves:		****			****			****		****		

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.102
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	262	1228	393	820	1250	96	404	1168	126	434	1283	606
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1228	393	820	1250	96	404	1168	126	434	1283	606
User Adj:	1.00	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:	262	1228	393	820	1250	96	404	1168	126	434	1283	606
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1228	393	820	1250	96	404	1168	126	434	1283	606
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1228	393	820	1250	96	404	1168	126	434	1283	606
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.26	0.27	0.42	0.06	0.13	0.26	0.08	0.14	0.29	0.40
Crit Volume:		614			410			202			428	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.258
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	316	1449	240	92	1353	228	425	679	169	150	470	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	316	1449	240	92	1353	228	425	679	169	150	470	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	1449	240	92	1353	228	425	679	169	150	470	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	1449	240	92	1353	228	425	679	169	150	470	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	316	1449	240	92	1353	228	425	679	169	150	470	94
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.48	0.16	0.06	0.45	0.15	0.28	0.23	0.11	0.10	0.31	0.06
Crit Volume:	316				677		425				470	
Crit Moves:	****				****		****				****	

Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.847
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	285	1325	92	255	976	273	484	379	231	239	476	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	285	1325	92	255	976	273	484	379	231	239	476	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	285	1325	92	255	976	273	484	379	231	239	476	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1325	92	255	976	273	484	379	231	239	476	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	285	1325	92	255	976	273	484	379	231	239	476	112
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.24	0.76	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1864	1136	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.06	0.09	0.33	0.18	0.16	0.20	0.20	0.08	0.16	0.07
Crit Volume:		663			128			242			238	
Crit Moves:		****			****			****			****	

Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	1.028
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	306	1976	219	315	1326	333	479	904	288	314	972	241
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	1976	219	315	1326	333	479	904	288	314	972	241
User Adj:	1.00	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:	306	1976	219	315	1326	333	479	904	288	314	972	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	1976	219	315	1326	333	479	904	288	314	972	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	306	1976	219	315	1326	333	479	904	288	314	972	241
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.15	0.11	0.29	0.22	0.16	0.30	0.19	0.10	0.32	0.16
Crit Volume:		659			158			240			486	
Crit Moves:		****			****			****			****	

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.881
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																				
Base Vol:	150	937	36	512	801	57	99	1114	149	226	1308	358
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	937	36	512	801	57	99	1114	149	226	1308	358
User Adj:	1.00	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:	150	937	36	512	801	57	99	1114	149	226	1308	358
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	937	36	512	801	57	99	1114	149	226	1308	358
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	150	937	36	512	801	57	99	1114	149	226	1308	358
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.02	0.17	0.27	0.04	0.07	0.25	0.10	0.15	0.29	0.24
Crit Volume:		468			256			371			226	
Crit Moves:		****			****			****			****	

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Cumulative Plus Project PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#303 Pleasent Grove N/Riego	B xxxxx	0.679	B xxxxx	0.679	+ 0.000 V/C
#304 Pleasent Grove S/Riego	C xxxxx	0.722	C xxxxx	0.722	+ 0.000 V/C
#316 SR 99 NB Off Ramp / Riego Rd	A xxxxx	0.494	A xxxxx	0.494	+ 0.000 V/C
#317 SR 99 SB Off Ramp/Riego Rd	A xxxxx	0.192	A xxxxx	0.192	+ 0.000 V/C

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Cumulative Plus Project PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	166	0	39	4	1603	0	0	1530	152
Growth Adj:	1.00	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	166	0	39	4	1603	0	0	1530	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	166	0	39	4	1603	0	0	1530	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	39	4	1603	0	0	1530	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:	0	0	0	166	0	39	4	1603	0	0	1530	152
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.03	0.00	0.56	0.00	0.00	0.54	0.11
Crit Volume:		0		166				802		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.722
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0 1	0	0 0	0 0	0	0 2	0 1	1	1 3	0 0
Volume Module:												
Base Vol:	341	0	118	0	0	0	0	1269	498	214	1339	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:	341	0	118	0	0	0	0	1269	498	214	1339	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	0	118	0	0	0	0	1269	498	214	1339	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	0	118	0	0	0	0	1269	498	214	1339	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	6.00	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:	341	0	118	0	0	0	0	1269	498	1284	1339	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.08	0.00	0.00	0.00	0.00	0.42	0.33	0.07	0.30	0.00
Crit Volume:	341			0			635			107		
Crit Moves:	****						****			****		

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0 2	0	0 0	0 0	0	0 2	0 1	0	0 2	0 1
Volume Module:												
Base Vol:	78	0	1167	0	0	0	0	457	6	0	1325	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	0	1167	0	0	0	0	457	6	0	1325	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	78	0	0	0	0	0	0	457	0	0	1325	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	0	0	0	0	0	457	0	0	1325	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	0	0	0	0	0	0	457	0	0	1325	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.44	0.01
Crit Volume:	78			0			0			663		
Crit Moves:	****						****			****		

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Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.192
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	18	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	0	0	1	0	0	0	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	91	0	33	0	354	183	0	270	1133
Growth Adj:	1.00	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	91	0	33	0	354	183	0	270	1133
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:	0	0	0	91	0	33	0	354	183	0	270	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	91	0	33	0	354	183	0	270	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	91	0	33	0	354	183	0	270	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.00	0.12	0.13	0.00	0.09	0.00
Crit Volume:			0			91			183		0	
Crit Moves:				****					****	****		

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2025 CUMULATIVE NO PROJECT CONDITIONS
WITHOUT PLACER PARKWAY
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	F	xxxxx	1.077	F	xxxxx	1.077	+ 0.000
# 5 Blue Oaks & Crocker Ranch	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 7 Blue Oaks & Fiddyment	E	xxxxx	0.927	E	xxxxx	0.927	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	E	xxxxx	0.952	E	xxxxx	0.952	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000
# 13 Cirby & Sunrise	E	xxxxx	0.911	E	xxxxx	0.911	+ 0.000
# 14 Cirby Wy & Foothills Bl	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.042	F	xxxxx	1.042	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000
# 23 Cirby Wy & Vernon St	E	xxxxx	0.990	E	xxxxx	0.990	+ 0.000

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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000
# 25 Douglas & Rocky Ridge	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.517	A	xxxxx	0.517	+ 0.000
# 28 Douglas & Sunrise	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.432	A	xxxxx	0.432	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.349	A	xxxxx	0.349	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000
# 38 Eureka & N. Sunrise	A	xxxxx	0.580	A	xxxxx	0.580	+ 0.000
# 39 Eureka & Rocky Ridge	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.380	A	xxxxx	0.380	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.290	A	xxxxx	0.290	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.404	A	xxxxx	0.404	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.880	D	xxxxx	0.880	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.507	A	xxxxx	0.507	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
# 55 Foothills Bl & HP South	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.719	C	xxxxx	0.719	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
# 62 Galleria & Berry	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.362	A	xxxxx	0.362	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.258	A	xxxxx	0.258	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.142	A	xxxxx	0.142	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.323	A	xxxxx	0.323	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.011	F	xxxxx	1.011	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.689	B	xxxxx	0.689	+ 0.000 V/C

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
# 98 Pleasant Grove Bl & Woodcreek	B	xxxxx		0.653	B	xxxxx		0.653	+ 0.000
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx		0.545	A	xxxxx		0.545	+ 0.000
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx		0.520	A	xxxxx		0.520	+ 0.000
#101 Rocky Ridge Dr & Professional	A	xxxxx		0.584	A	xxxxx		0.584	+ 0.000
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx		0.092	A	xxxxx		0.092	+ 0.000
#103 Roseville Parkway & Chase	A	xxxxx		0.558	A	xxxxx		0.558	+ 0.000
#104 Roseville Parkway & Creekside	A	xxxxx		0.521	A	xxxxx		0.521	+ 0.000
#105 Roseville Parkway & Gibson	D	xxxxx		0.880	D	xxxxx		0.880	+ 0.000
#106 Roseville Parkway & N. Sunrise	C	xxxxx		0.754	C	xxxxx		0.754	+ 0.000
#107 Roseville Parkway & Reserve	A	xxxxx		0.539	A	xxxxx		0.539	+ 0.000
#108 Roseville Parkway & Secret Rav	A	xxxxx		0.556	A	xxxxx		0.556	+ 0.000
#109 Roseville Parkway & Taylor	D	xxxxx		0.869	D	xxxxx		0.869	+ 0.000
#110 Roseville Parkway & West Mall	A	xxxxx		0.469	A	xxxxx		0.469	+ 0.000
#111 Roseville Pw & Alexandra Dr	A	xxxxx		0.542	A	xxxxx		0.542	+ 0.000
#112 Roseville Pw & Eureka Rd	A	xxxxx		0.518	A	xxxxx		0.518	+ 0.000
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx		0.607	B	xxxxx		0.607	+ 0.000
#114 Roseville Pw & N Cirby Wy	A	xxxxx		0.410	A	xxxxx		0.410	+ 0.000
#115 Roseville Pw & Olympus Dr	A	xxxxx		0.564	A	xxxxx		0.564	+ 0.000
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx		0.471	A	xxxxx		0.471	+ 0.000
#117 Roseville Pw & Sierra College	A	xxxxx		0.512	A	xxxxx		0.512	+ 0.000
#118 Roseville Pw & Trestle Rd	A	xxxxx		0.576	A	xxxxx		0.576	+ 0.000
#119 Roseville Pw & Village/Slate C	A	xxxxx		0.459	A	xxxxx		0.459	+ 0.000
#120 Roseville Pw & Washington Bl	B	xxxxx		0.674	B	xxxxx		0.674	+ 0.000
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx		0.522	A	xxxxx		0.522	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx		0.745	C	xxxxx		0.745	+ 0.000
#123 Secret Ravine & Scarborough/ P	A	xxxxx		0.288	A	xxxxx		0.288	+ 0.000
#124 Sierra College & Miners Ravine	A	xxxxx		0.516	A	xxxxx		0.516	+ 0.000
#125 Sierra College & Secret Ravine	A	xxxxx		0.501	A	xxxxx		0.501	+ 0.000
#126 Sierra College Bl & Eureka Rd	B	xxxxx		0.643	B	xxxxx		0.643	+ 0.000
#127 Sierra College Bl & Indigo Cre	A	xxxxx		0.459	A	xxxxx		0.459	+ 0.000
#128 Sierra College Bl & Old Auburn	A	xxxxx		0.574	A	xxxxx		0.574	+ 0.000
#129 Sierra College Bl & Olympus Dr	B	xxxxx		0.641	B	xxxxx		0.641	+ 0.000
#130 Stanford Ranch & Fairway	A	xxxxx		0.500	A	xxxxx		0.500	+ 0.000
#131 Stanford Ranch & Five Star	A	xxxxx		0.389	A	xxxxx		0.389	+ 0.000
#132 Stanford Ranch & Highland Park	A	xxxxx		0.316	A	xxxxx		0.316	+ 0.000
#133 Sunrise & Coloma	C	xxxxx		0.745	C	xxxxx		0.745	+ 0.000
#134 Sunrise & Sandringham/Kensingt	A	xxxxx		0.599	A	xxxxx		0.599	+ 0.000
#135 Sunrise & Sun Tree/Kensington	B	xxxxx		0.643	B	xxxxx		0.643	+ 0.000
#136 Sunrise Av & Frances Dr	B	xxxxx		0.662	B	xxxxx		0.662	+ 0.000
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx		0.414	A	xxxxx		0.414	+ 0.000
#138 Washington & Diamond Oaks	B	xxxxx		0.634	B	xxxxx		0.634	+ 0.000
#139 Washington & Sawtell/Derek	A	xxxxx		0.527	A	xxxxx		0.527	+ 0.000
#140 Washington Bl & Hallissy Dr	A	xxxxx		0.490	A	xxxxx		0.490	+ 0.000
#141 Woodcreek Oaks & Baseline	E	xxxxx		0.934	E	xxxxx		0.934	+ 0.000
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx		0.497	A	xxxxx		0.497	+ 0.000
#143 Woodcreek Oaks & Horncastle	B	xxxxx		0.633	B	xxxxx		0.633	+ 0.000
#144 Woodcreek Oaks & Mcanally	D	xxxxx		0.821	D	xxxxx		0.821	+ 0.000
#145 Woodcreek Oaks & Trailee	C	xxxxx		0.708	C	xxxxx		0.708	+ 0.000
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx		0.537	A	xxxxx		0.537	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx		0.483	A	xxxxx		0.483	+ 0.000
#148 I-80 WB Off & Douglas Blvd	C	xxxxx		0.715	C	xxxxx		0.715	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx		0.431	A	xxxxx		0.431	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx		0.532	A	xxxxx		0.532	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx		0.425	A	xxxxx		0.425	+ 0.000
#152 I-80 WB Off & Riverside Ave	C	xxxxx		0.724	C	xxxxx		0.724	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx		0.533	A	xxxxx		0.533	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx		0.431	A	xxxxx		0.431	+ 0.000
#155 Taylor & Eureka I-80 EB Off	D	xxxxx		0.831	D	xxxxx		0.831	+ 0.000
#156 Fairway & Highland Park	A	xxxxx		0.483	A	xxxxx		0.483	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx		0.770	C	xxxxx		0.770	+ 0.000
#158 Roseville Rkwy & Old Auburn	A	xxxxx		0.236	A	xxxxx		0.236	+ 0.000
#159 Washington Blvd & Industrial	B	xxxxx		0.659	B	xxxxx		0.659	+ 0.000
#160 Foothills Blvd & HP Far South/	C	xxxxx		0.736	C	xxxxx		0.736	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx		0.609	B	xxxxx		0.609	+ 0.000
#162 Gibson Rd & New Convention Cen	A	xxxxx		0.482	A	xxxxx		0.482	+ 0.000
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx		0.112	A	xxxxx		0.112	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx		0.535	A	xxxxx		0.535	+ 0.000
#165 Fiddyment Rd & Westhills Dr	D	xxxxx		0.864	D	xxxxx		0.864	+ 0.000
#166 Pleasant Grove Blvd & West Sid	A	xxxxx		0.549	A	xxxxx		0.549	+ 0.000
#167 Fiddyment Rd & Westlake Dr	B	xxxxx		0.649	B	xxxxx		0.649	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx		0.230	A	xxxxx		0.230	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx		0.568	A	xxxxx		0.568	+ 0.000
#170 Industrial Ave & Alantown Dr	D	xxxxx		0.819	D	xxxxx		0.819	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West	F	xxxxx		1.019	F	xxxxx		1.019	+ 0.000
#172 Washington Blvd & All America	A	xxxxx		0.448	A	xxxxx		0.448	+ 0.000
#173 Cirby & Cottonwood	A	xxxxx		0.528	A	xxxxx		0.528	+ 0.000
#174 Secret Ravine & Alexandra	A	xxxxx		0.140	A	xxxxx		0.140	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch	B	xxxxx		0.639	B	xxxxx		0.639	+ 0.000
#176 Douglas Bl & I-80 EB On	A	xxxxx		0.479	A	xxxxx		0.479	+ 0.000
#177 Watt Ave & Pleasant Grove	F	xxxxx		1.075	F	xxxxx		1.075	+ 0.000
#178 Watt Ave & Road A	A	xxxxx		0.295	A	xxxxx		0.295	+ 0.000
#179 Watt Ave & Road B	A	xxxxx		0.295	A	xxxxx		0.295	+ 0.000
#180 Watt Ave & Baseline Rd	B	xxxxx		0.623	B	xxxxx		0.623	+ 0.000
#181 West Side Dr & Road A		xxxxx		0.000		xxxxx		0.000	+ 0.000
#182 West Side Dr & Road B		xxxxx		0.000		xxxxx		0.000	+ 0.000
#183 West Side Dr & Baseline Rd	D	xxxxx		0.889	D	xxxxx		0.889	+ 0.000
#184 Market St & Road B		xxxxx		0.000		xxxxx		0.000	+ 0.000
#185 Market St & Baseline Rd	B	xxxxx		0.613	B	xxxxx		0.613	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx		0.469	A	xxxxx		0.469	+ 0.000
#187 Upland Dr & Road B		xxxxx		0.000		xxxxx		0.000	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx		0.549	A	xxxxx		0.549	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx		0.270	A	xxxxx		0.270	+ 0.000
#190 West Side Dr & SV EW Coll		xxxxx		0.000		xxxxx		0.000	+ 0.000
#191 Road B & SV NS Coll 3		xxxxx		0.000		xxxxx		0.000	+ 0.000
#192 Road B & SV NS Coll 5		xxxxx		0.000		xxxxx		0.000	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx		0.295	A	xxxxx		0.295	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx		0.295	A	xxxxx		0.295	+ 0.000
#195 Road B & SV NS Coll 2		xxxxx		0.000		xxxxx		0.000	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2	A	xxxxx	0.394	A	xxxxx	0.394	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
#199 Baseline Rd & SV CC4	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#200 Watt Ave & Road C	A	xxxxx	0.295	A	xxxxx	0.295	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.369	A	xxxxx	0.369	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec):	120	Critical Vol./Cap. (X):	0.422	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	39	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	12	3	29	68	1	13	18	874	7	9	986	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	3	29	68	1	13	18	874	7	9	986	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:	12	3	29	68	1	13	18	874	7	9	986	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	3	29	68	1	13	18	874	7	9	986	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	3	29	68	1	13	18	874	7	9	986	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	136	1314	1429	21	1450	1450	2877	23	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.30	0.30	0.01	0.34	0.02
Crit Volume:		32			69		18				493	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.743
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	106	0	354	0	0	0	0	878	92	570	932	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:	106	0	354	0	0	0	0	878	92	570	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	354	0	0	0	0	878	92	570	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	354	0	0	0	0	878	92	570	932	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	0	354	0	0	0	0	878	92	570	932	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.24	0.00	0.00	0.00	0.00	0.29	0.06	0.38	0.31	0.00
Crit Volume:	106				0			439		570		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.514
Loss Time (sec):	9	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			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	309	0	48	91	790	0	0	743	264
Growth Adj:	1.00	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	309	0	48	91	790	0	0	743	264
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	309	0	48	91	790	0	0	743	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	309	0	48	91	790	0	0	743	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	309	0	48	91	790	0	0	743	264
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.03	0.06	0.26	0.00	0.00	0.25	0.18
Crit Volume:		0			309			91			372	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.077
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	19	1616	435		333	1065	1084		1225	1453	16		250	731	225	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	1616	435		333	1065	1084		1225	1453	16		250	731	225	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	1616	435		333	1065	0		1225	1453	16		250	731	225	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1616	435		333	1065	0		1225	1453	16		250	731	225	
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:	19	1616	435		333	1065	0		1225	1453	16		250	731	225	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.37	0.30		0.11	0.24	0.00		0.42	0.33	0.01		0.09	0.17	0.16	
Crit Volume:		539			167				613					244		
Crit Moves:		****			****				****					****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		338	0	32		41	1769	0		0	826	305	
Growth Adj:	1.00	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		338	0	32		41	1769	0		0	826	305	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		338	0	32		41	1769	0		0	826	305	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		338	0	32		41	1769	0		0	826	305	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		338	0	32		41	1769	0		0	826	305	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	0		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.23	0.00	0.02		0.03	0.39	0.00		0.00	0.18	0.20	
Crit Volume:		0			338					590				0		
Crit Moves:					****					****				****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.454
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	21	0	116	0	0	0	0	1697	28	42	821	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:	21	0	116	0	0	0	0	1697	28	42	821	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	0	116	0	0	0	0	1697	28	42	821	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	116	0	0	0	0	1697	28	42	821	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	0	116	0	0	0	0	1697	28	42	821	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.00	0.00	0.38	0.02	0.03	0.18	0.00
Crit Volume:			116	0				566		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.927
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	54	1264	333	407	810	64	63	902	178	417	377	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	1264	333	407	810	64	63	902	178	417	377	97
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	54	1264	0	407	810	64	63	902	0	417	377	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	1264	0	407	810	64	63	902	0	417	377	97
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	54	1264	0	407	810	64	63	902	0	417	377	97
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.44	0.00	0.14	0.28	0.04	0.02	0.21	0.00	0.14	0.09	0.07
Crit Volume:		632		204				301		209		
Crit Moves:		****		****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec):	100			Critical Vol./Cap. (X):			0.647								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	65			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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1			
Volume Module:															
Base Vol:	0	0	0	275	0	32	22	2746	0	9	1698	65			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	275	0	32	22	2746	0	9	1698	65			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	275	0	32	22	2746	0	9	1698	65			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	275	0	32	22	2746	0	9	1698	65			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	275	0	32	22	2746	0	9	1698	65			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00			
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.01	0.46	0.00	0.01	0.28	0.04			
Crit Volume:		0		275				687		9					
Crit Moves:				****				****		****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec):	100			Critical Vol./Cap. (X):			0.449								
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	41			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Include			Include			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	0 1	1	0 3	0 1	1	0 3	0 1			
Volume Module:															
Base Vol:	0	0	0	155	0	2	0	1554	0	0	818	74			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	0	0	155	0	2	0	1554	0	0	818	74			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	0	0	0	155	0	2	0	1554	0	0	818	74			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	0	0	0	155	0	2	0	1554	0	0	818	74			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	155	0	2	0	1554	0	0	818	74			
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00			
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500			
Capacity Analysis Module:															
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.00	0.35	0.00	0.00	0.18	0.05			
Crit Volume:		0		155				518		0					
Crit Moves:				****				****		****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.651
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	54	39	86	264	59	37	160	1861	77	89	1030	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	39	86	264	59	37	160	1861	77	89	1030	200
User Adj:	1.00	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:	54	39	86	264	59	37	160	1861	77	89	1030	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	39	86	264	59	37	160	1861	77	89	1030	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	54	39	86	264	59	37	160	1861	77	89	1030	200
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.47	0.33	0.20	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2127	475	298	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.06	0.12	0.12	0.12	0.11	0.43	0.05	0.06	0.24	0.14
Crit Volume:	54			180				620		89		
Crit Moves:	****			****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.952
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	444	620	175	232	370	54	295	1883	916	374	1372	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	444	620	175	232	370	54	295	1883	916	374	1372	374
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	444	620	0	232	370	54	295	1883	916	374	1372	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	444	620	0	232	370	54	295	1883	916	374	1372	374
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	444	620	0	232	370	54	295	1883	916	374	1372	374
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.21	0.00	0.08	0.09	0.04	0.10	0.32	0.63	0.13	0.24	0.26
Crit Volume:		310		116					916	187		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.795
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	239	510	495	432	258	102	47	1767	346	279	1011	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	510	495	432	258	102	47	1767	346	279	1011	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	510	495	432	258	102	47	1767	346	279	1011	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	510	495	432	258	102	47	1767	346	279	1011	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	239	510	495	432	258	102	47	1767	346	279	1011	217
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.34	0.15	0.09	0.07	0.02	0.30	0.24	0.10	0.17	0.15
Crit Volume:			495	216				442		0		
Crit Moves:			****	****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.911
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	833	1309	155	104	620	74	182	1105	595	123	546	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:	833	1309	155	104	620	74	182	1105	595	123	546	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	833	1309	155	104	620	74	182	1105	595	123	546	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	833	1309	155	104	620	74	182	1105	595	123	546	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	833	1309	155	104	620	74	182	1105	595	123	546	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.45	0.11	0.04	0.14	0.05	0.06	0.38	0.41	0.04	0.19	0.04
Crit Volume:		655		52				553		62		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.957
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	510	560	1825	578	0	0	0	0	535	0	1804
Growth Adj:	1.00	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	510	560	1825	578	0	0	0	0	535	0	1804
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	510	0	1825	578	0	0	0	0	535	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	510	0	1825	578	0	0	0	0	535	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	510	0	1825	578	0	0	0	0	535	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.61	0.39	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Volume:		255		912				0		267		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	229	0	0	0	0	1914	19	328	1965	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	229	0	0	0	0	1914	19	328	1965	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1914	19	328	1965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1914	19	328	1965	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1914	19	328	1965	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4456	44	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.43	0.11	0.44	0.00
Crit Volume:	0			0					644	164		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.779
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	15	1	23	5	1955	2	6	2132	10
Growth Adj:	1.00	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	0	21	15	1	23	5	1955	2	6	2132	10
User Adj:	1.00	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:	9	0	21	15	1	23	5	1955	2	6	2132	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	15	1	23	5	1955	2	6	2132	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	15	1	23	5	1955	2	6	2132	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1359	91	1450	1450	2897	3	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.02	0.00	0.67	0.67	0.00	0.74	0.74
Crit Volume:			30			23	5				1071	
Crit Moves:			****			****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.551
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1! 0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	42	57	87	25	5	53	168	1174	4	19	645	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	57	87	25	5	53	168	1174	4	19	645	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	57	87	25	5	53	168	1174	4	19	645	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	57	87	25	5	53	168	1174	4	19	645	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	57	87	25	5	53	168	1174	4	19	645	250
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.31	0.47	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.44	0.56
Final Sat.:	339	460	702	1250	250	1500	1500	2990	10	1500	2162	838
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.02	0.02	0.04	0.11	0.39	0.39	0.01	0.30	0.30
Crit Volume:			186	25			168				448	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	2	0 1	2	0	1	1 0
Volume Module:																
Base Vol:	20	13	468		4	1	19		7	1199	37		26	1785	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	13	468		4	1	19		7	1199	37		26	1785	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	13	468		4	1	19		7	1199	37		26	1785	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	13	468		4	1	19		7	1199	37		26	1785	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	20	13	468		4	1	19		7	1199	37		26	1785	2	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.61	0.39	1.00		0.80	0.20	1.00		1.00	2.00	1.00		2.00	1.99	0.01	
Final Sat.:	879	571	1450		1160	290	1450		1450	2900	1450		2900	2897	3	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.32		0.00	0.00	0.01		0.00	0.41	0.03		0.01	0.62	0.62	
Crit Volume:			468				19		0						894	
Crit Moves:			****				****		****						****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	112	2	38		70	1	89		32	1152	0		50	605	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	2	38		70	1	89		32	1152	0		50	605	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	2	38		70	1	89		32	1152	0		50	605	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	2	38		70	1	89		32	1152	0		50	605	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	112	2	38		70	1	89		32	1152	0		50	605	27	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.74	0.01	0.25		0.99	0.01	1.00		1.00	2.00	0.00		1.00	1.91	0.09	
Final Sat.:	1068	19	363		1430	20	1450		1450	2900	0		1450	2776	124	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.10	0.10		0.05	0.05	0.06		0.02	0.40	0.00		0.03	0.22	0.22	
Crit Volume:			152				71			576			50			
Crit Moves:			****				****			****			****			

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.042
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	2	0	3	0 2	2	0	2	0 1
Volume Module:																
Base Vol:	1330	802	200		193	289	103		367	1359	1238		370	1131	365	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1330	802	200		193	289	103		367	1359	1238		370	1131	365	
User Adj:	1.00	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:	1330	802	200		193	289	103		367	1359	1238		370	1131	365	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1330	802	200		193	289	103		367	1359	1238		370	1131	365	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	1330	802	200		193	289	103		367	1359	1238		370	1131	365	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	2.00		2.00	2.00	1.00	
Final Sat.:	2900	2900	1450		2900	4350	1450		2900	4350	2900		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.46	0.28	0.14		0.07	0.07	0.07		0.13	0.31	0.43		0.13	0.39	0.25	
Crit Volume:	665					96			184					566		
Crit Moves:	****					****			****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.421
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Split Phase				Split Phase			
Rights:	Include				Ignore				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:	0	0	0	0 0	1	1	0	0 1	1	1	0	1 0	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		147	0	220		622	500	0		0	368	679	
Growth Adj:	1.00	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		147	0	220		622	500	0		0	368	679	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	0	0		147	0	0		622	500	0		0	368	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		147	0	0		622	500	0		0	368	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		147	0	0		622	500	0		0	368	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		2.00	0.00	1.00		1.66	1.34	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0		3000	0	1500		2495	2005	0		0	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.05	0.00	0.00		0.25	0.25	0.00		0.00	0.12	0.00	
Crit Volume:						74				374				184		
Crit Moves:						****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	179	0	203	0	0	0	0	1652	24	20	1440	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:	179	0	203	0	0	0	0	1652	24	20	1440	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	0	203	0	0	0	0	1652	24	20	1440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	0	203	0	0	0	0	1652	24	20	1440	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:	179	0	203	0	0	0	0	1652	24	20	1440	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4436	64	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.14	0.00	0.00	0.00	0.00	0.37	0.37	0.01	0.48	0.00
Crit Volume:			203		0			0			720	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.990
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0
Volume Module:												
Base Vol:	52	186	76	76	33	306	451	1831	118	89	1972	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:	52	186	76	76	33	306	451	1831	118	89	1972	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	186	76	76	33	306	451	1831	118	89	1972	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	186	76	76	33	306	451	1831	118	89	1972	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	52	186	76	76	33	306	451	1831	118	89	1972	82
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.88	0.12	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2724	176	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.03	0.02	0.21	0.16	0.67	0.67	0.03	0.68	0.06
Crit Volume:			186			38			226			986
Crit Moves:		****			****			****			****	

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.539		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	49	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	294	724	17	397	337	130	148	1032	224	51	986	720
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	724	17	397	337	130	148	1032	224	51	986	720
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:	294	724	17	397	337	130	148	1032	224	51	986	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	724	17	397	337	130	148	1032	224	51	986	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	294	724	17	397	337	130	148	1032	224	51	986	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.16	0.84	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4250	100	4350	3139	1211	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.17	0.09	0.11	0.11	0.05	0.24	0.15	0.02	0.23	0.00
Crit Volume:			247	132			74				329	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.607		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	58	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:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	186	880	228	138	234	75	332	1263	10	89	1057	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	880	228	138	234	75	332	1263	10	89	1057	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	186	880	228	138	234	75	332	1263	0	89	1057	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	880	228	138	234	75	332	1263	0	89	1057	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	186	880	228	138	234	75	332	1263	0	89	1057	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.16	0.05	0.05	0.05	0.11	0.29	0.00	0.03	0.24	0.00
Crit Volume:		293		69			166				352	
Crit Moves:		****		****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:		Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	171	57	52	33	44	6	101	1595	109		32	1202	107	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	171	57	52	33	44	6	101	1595	109		32	1202	107	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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:	171	57	52	33	44	6	101	1595	109		32	1202	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	171	57	52	33	44	6	101	1595	109		32	1202	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	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	171	57	52	33	44	6	101	1595	109		32	1202	0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4072	278		1450	4350	1450	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.04	0.04	0.02	0.03	0.00	0.07	0.39	0.39		0.02	0.28	0.00	
Crit Volume:	171				44				568		32			
Crit Moves:	****				****				****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.517
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:		Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	16	67	38	58	22	41	86	1612	51		44	1175	85	
Growth Adj:	1.00	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	67	38	58	22	41	86	1612	51		44	1175	85	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	67	38	58	22	41	86	1612	51		44	1175	85	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	16	67	38	58	22	41	86	1612	51		44	1175	85	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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	67	38	58	22	41	86	1612	51		44	1175	85	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.64	0.36	1.00	0.35	0.65	1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	925	525	1450	506	944	1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.07	0.07	0.04	0.04	0.04	0.06	0.37	0.04		0.03	0.27	0.06	
Crit Volume:		105			63			537			44			
Crit Moves:		****			****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.690
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	318	568	112	78	222	180	407	1811	220	148	1165	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	568	112	78	222	180	407	1811	220	148	1165	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	318	568	112	78	222	180	407	1811	220	148	1165	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	568	112	78	222	180	407	1811	220	148	1165	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	318	568	112	78	222	180	407	1811	220	148	1165	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.77	0.23
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5462	338
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.08	0.03	0.05	0.12	0.14	0.42	0.15	0.05	0.21	0.21
Crit Volume:		284		39				604		74		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.432
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	36	1	25	1	1	8	28	1610	71	21	1306	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1	25	1	1	8	28	1610	71	21	1306	7
User Adj:	1.00	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:	36	1	25	1	1	8	28	1610	71	21	1306	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1	25	1	1	8	28	1610	71	21	1306	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	1	25	1	1	8	28	1610	71	21	1306	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	56	1394	1450	161	1289	1450	4166	184	1450	4327	23
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.01	0.02	0.39	0.39	0.01	0.30	0.30
Crit Volume:	36				9				560	21		
Crit Moves:	****				****				****	****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	347	810	47	925	530	75	101	1134	77	56	1391	636
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	347	810	47	925	530	75	101	1134	77	56	1391	636
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:	347	810	47	925	530	75	101	1134	77	56	1391	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	347	810	47	925	530	75	101	1134	77	56	1391	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	347	810	47	925	530	75	101	1134	77	56	1391	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.03	0.21	0.12	0.05	0.03	0.26	0.05	0.02	0.32	0.00
Crit Volume:		270		308			50				464	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.478
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	5	3	11	226	6	36	36	1048	8	30	750	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	226	6	36	36	1048	8	30	750	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	3	11	226	6	36	36	1048	8	30	750	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	226	6	36	36	1048	8	30	750	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	3	11	226	6	36	36	1048	8	30	750	238
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.95	0.05	1.00	1.00	1.98	0.02	1.00	1.52	0.48
Final Sat.:	382	229	839	2825	75	1450	1450	2878	22	1450	2201	699
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.02	0.02	0.36	0.36	0.02	0.34	0.34
Crit Volume:				19	116			528		30		
Crit Moves:				****	****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.615
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	15	6	30	276	7	189	139	1168	22	47	882	738
Growth Adj:	1.00	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	6	30	276	7	189	139	1168	22	47	882	738
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	6	0	276	7	189	139	1168	22	47	882	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	6	0	276	7	189	139	1168	22	47	882	738
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	6	0	276	7	189	139	1168	22	47	882	738
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2846	54	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.10	0.10	0.13	0.10	0.41	0.41	0.03	0.30	0.51
Crit Volume:	15			0			139					738
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 0	0 1	1	0 1!	0 0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	4	393	6	1	1	438	5	0	226	285
Growth Adj:	1.00	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	4	393	6	1	1	438	5	0	226	285
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:	0	0	4	393	6	1	1	438	5	0	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	393	6	1	1	438	5	0	226	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	393	6	1	1	438	5	0	226	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.96	0.03	0.01	0.01	1.97	0.02	0.00	1.00	1.00
Final Sat.:	0	0	1500	2948	45	8	7	2959	34	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.13	0.13	0.15	0.15	0.15	0.00	0.15	0.00
Crit Volume:			4	200			1				226	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.485
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	0	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	43	0	255	0	0	0	0	897	48	87	571	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:	43	0	255	0	0	0	0	897	48	87	571	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	255	0	0	0	0	897	48	87	571	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	255	0	0	0	0	897	48	87	571	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:	43	0	255	0	0	0	0	897	48	87	571	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2848	152	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.31	0.32	0.06	0.19	0.00
Crit Volume:			255		0				473	0		
Crit Moves:			****						****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	9	0	2	56	3	6	0	874	5	0	534	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:	9	0	2	56	3	6	0	874	5	0	534	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	56	3	6	0	874	5	0	534	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	56	3	6	0	874	5	0	534	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:	9	0	2	56	3	6	0	874	5	0	534	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.33	0.67	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	483	967	0	2884	16	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.30	0.30	0.00	0.18	0.00
Crit Volume:			11		56				440	0		
Crit Moves:			****	****					****	****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.758
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	584	785	210	181	494	170	154	1280	244	230	1695	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:	584	785	210	181	494	170	154	1280	244	230	1695	154
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:	584	785	210	181	494	170	154	1280	244	230	1695	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	584	785	210	181	494	170	154	1280	244	230	1695	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	584	785	210	181	494	170	154	1280	244	230	1695	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.14	0.06	0.11	0.12	0.05	0.29	0.17	0.08	0.39	0.00
Crit Volume:	292				165			77			565	
Crit Moves:	****				****			****			****	

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.482
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	124	1180	57	181	932	15	25	110	126	69	91	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	1180	57	181	932	15	25	110	126	69	91	71
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	124	1180	0	181	932	0	25	110	0	69	91	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1180	0	181	932	0	25	110	0	69	91	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	124	1180	0	181	932	0	25	110	0	69	91	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.00	0.12	0.21	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		393			181			55			69	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.580
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	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:	Ignore			Ignore			Ignore			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:	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	144	243	105	84	275	341	64	2005	477	66	1509	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	243	105	84	275	341	64	2005	477	66	1509	111
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	144	243	0	84	275	0	64	2005	0	66	1509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	243	0	84	275	0	64	2005	0	66	1509	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	144	243	0	84	275	0	64	2005	0	66	1509	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.03	0.06	0.00	0.02	0.46	0.00	0.02	0.26	0.00
Crit Volume:	48			92			668			33		
Crit Moves:	****			****			****			****		

City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.547
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	22	1165	85	200	1262	83	244	213	122	65	167	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1165	85	200	1262	83	244	213	122	65	167	76
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1165	0	200	1262	0	244	213	0	65	167	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1165	0	200	1262	0	244	213	0	65	167	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1165	0	200	1262	0	244	213	0	65	167	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.00	0.14	0.29	0.00	0.08	0.07	0.00	0.04	0.06	0.00
Crit Volume:		388			200			122			84	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.380
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	63	7	11	17	17	22	8	414	114	28	879	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	7	11	17	17	22	8	414	114	28	879	15
User Adj:	1.00	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:	63	7	11	17	17	22	8	414	114	28	879	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	7	11	17	17	22	8	414	114	28	879	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	63	7	11	17	17	22	8	414	114	28	879	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1305	145	1450	725	725	1450	1450	2274	626	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.18	0.18	0.02	0.30	0.01
Crit Volume:		70			34			8			439	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.380
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	48	715	9	6	851	7	18	5	53	15	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	715	9	6	851	7	18	5	53	15	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	715	9	6	851	7	18	5	53	15	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	715	9	6	851	7	18	5	53	15	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	715	9	6	851	7	18	5	53	15	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2864	36	1450	2876	24	1450	125	1325	1359	91	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.00	0.30	0.30	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48					429		58			16	
Crit Moves:	****					****		****			****	

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	70	183	22	68	277	84	57	148	38	43	274	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	183	22	68	277	84	57	148	38	43	274	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	183	22	68	277	84	57	148	38	43	274	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	183	22	68	277	84	57	148	38	43	274	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	183	22	68	277	84	57	148	38	43	274	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.05	0.19	0.06	0.04	0.05	0.03	0.03	0.09	0.08
Crit Volume:		183			277		57				137	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.290
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	89	684	9	11	416	90	47	0	30	8	1	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	684	9	11	416	90	47	0	30	8	1	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	684	9	11	416	90	47	0	30	8	1	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	684	9	11	416	90	47	0	30	8	1	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	684	9	11	416	90	47	0	30	8	1	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	39	1411
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.01	0.01	0.14	0.06	0.02	0.00	0.02	0.01	0.03	0.03
Crit Volume:		342			11				30			37
Crit Moves:		****			****				****			****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.404
Loss Time (sec):	9	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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	24	166	71	43	173	138	87	92	15	38	234	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	166	71	43	173	138	87	92	15	38	234	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	24	166	71	43	173	138	87	92	15	38	234	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	166	71	43	173	138	87	92	15	38	234	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	166	71	43	173	138	87	92	15	38	234	51
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	289	1161	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.03	0.01	0.03	0.08	0.04
Crit Volume:		166			216			87			117	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec):	120	Critical Vol./Cap. (X):	0.521
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Ovl			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:	0	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	55	195	5	30	280	70	81	81	35	4	230	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	195	5	30	280	70	81	81	35	4	230	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	195	5	30	280	70	81	81	35	4	230	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	195	5	30	280	70	81	81	35	4	230	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	195	5	30	280	70	81	81	35	4	230	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	319	1131	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.03	0.02	0.00	0.08	0.00
Crit Volume:		250			310			81			115	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.589
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	45	260	34	4	285	20	40	131	49	38	489	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	260	34	4	285	20	40	131	49	38	489	20
User Adj:	1.00	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	260	34	4	285	20	40	131	49	38	489	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	260	34	4	285	20	40	131	49	38	489	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	260	34	4	285	20	40	131	49	38	489	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.01	0.93	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	19	1337	94	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.02	0.21	0.21	0.21	0.03	0.05	0.03	0.03	0.17	0.01
Crit Volume:		260				309	40				245	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.673
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	49	1410	31	71	1198	109	177	61	20	12	23	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	1410	31	71	1198	109	177	61	20	12	23	54
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	1410	31	71	1198	0	177	61	20	12	23	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1410	31	71	1198	0	177	61	20	12	23	54
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:	49	1410	31	71	1198	0	177	61	20	12	23	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.02	0.05	0.41	0.00	0.12	0.04	0.01	0.01	0.02	0.04
Crit Volume:		705			71		177				23	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	39	1432		95	50	714		15	220		16	113	138		5	76
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	39	1432		95	50	714		15	220		16	113	138		5	76
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	39	1432		95	50	714		15	220		16	113	138		5	76
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	39	1432		95	50	714		15	220		16	113	138		5	76
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	39	1432		95	50	714		15	220		16	113	138		5	76
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1450	2900		1450	1450	2900		1450	1450		1450	1450	1450		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.03	0.49		0.07	0.03	0.25		0.01	0.15		0.01	0.08	0.10		0.00	0.05
Crit Volume:		716				0			220							76
Crit Moves:		****				****			****							****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.587
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	125	1439		0	0	1305		57	103		0	42	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:	125	1439		0	0	1305		57	103		0	42	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	125	1439		0	0	1305		57	103		0	42	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	125	1439		0	0	1305		57	103		0	42	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:	125	1439		0	0	1305		57	103		0	42	0		0	0
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1500	3000		0	0	3000		1500	1500		0	1500	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.08	0.48		0.00	0.00	0.44		0.04	0.07		0.00	0.03	0.00		0.00	0.00
Crit Volume:	125					653			103							0
Crit Moves:	****					****			****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.880
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	354	1604	56	54	1053	151	221	459	801	64	239	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	1604	56	54	1053	151	221	459	801	64	239	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	1604	56	54	1053	151	221	459	801	64	239	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	1604	56	54	1053	151	221	459	801	64	239	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	1604	56	54	1053	151	221	459	801	64	239	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.04	0.04	0.18	0.10	0.08	0.16	0.55	0.04	0.05	0.05
Crit Volume:		535		54					801	64		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.567
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	12	1757	383	36	500	9	42	9	19	44	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1757	383	36	500	9	42	9	19	44	1	4
User Adj:	1.00	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:	12	1757	383	36	500	9	42	9	19	44	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1757	383	36	500	9	42	9	19	44	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	1757	383	36	500	9	42	9	19	44	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.46	0.54	1.00	2.95	0.05	0.82	0.18	1.00	1.96	0.04	1.00
Final Sat.:	1450	3571	779	1450	4273	77	1194	256	1450	2836	64	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.02	0.12	0.12	0.04	0.04	0.01	0.02	0.02	0.00
Crit Volume:		713		36				51			23	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.534
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Ignore				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	3	0 1	1	0	3	0 1	1	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	296	1127	145		91	1136	374		87	4	52		54	4	16	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	296	1127	145		91	1136	374		87	4	52		54	4	16	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	296	1127	145		91	1136	374		87	4	0		54	4	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	1127	145		91	1136	374		87	4	0		54	4	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	296	1127	145		91	1136	374		87	4	0		54	4	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.91	0.09	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		2773	127	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.26	0.10		0.06	0.26	0.26		0.03	0.03	0.00		0.04	0.00	0.00	
Crit Volume:	296				379				46				54			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.507
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ignore				Ignore				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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	1939	22		0	1956	0		0	0	0		109	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	1939	22		0	1956	0		0	0	0		109	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	0	1939	22		0	1956	0		0	0	0		109	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1939	22		0	1956	0		0	0	0		109	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	0	1939	22		0	1956	0		0	0	0		109	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.43	0.01		0.00	0.43	0.00		0.00	0.00	0.00		0.07	0.00	0.00	
Crit Volume:	0				652				0				109			
Crit Moves:	****				****								****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.801
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	149	980	522	534	662	59	4	69	9	397	403	615
Growth Adj:	1.00	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	980	522	534	662	59	4	69	9	397	403	615
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	149	980	522	534	662	0	4	69	0	397	403	615
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	980	522	534	662	0	4	69	0	397	403	615
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	149	980	522	534	662	0	4	69	0	397	403	615
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.36	0.18	0.23	0.00	0.00	0.02	0.00	0.09	0.28	0.42
Crit Volume:		490		267			2				403	
Crit Moves:		****		****			****				****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.721
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	1	1797	132	170	815	35	2	2	4	18	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1797	132	170	815	35	2	2	4	18	2	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:	1	1797	132	170	815	35	2	2	4	18	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1797	132	170	815	35	2	2	4	18	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1797	132	170	815	35	2	2	4	18	2	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.88	0.12	1.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1500	3000	1500	1500	4315	185	1500	1500	1500	2700	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.60	0.09	0.11	0.19	0.19	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		899		170					4	10		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.719
Loss Time (sec):	12	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:	Ignore			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	102	1738	115	224	974	106	232	514	108	188	181	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1738	115	224	974	106	232	514	108	188	181	143
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1738	0	224	974	0	232	514	108	188	181	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1738	0	224	974	0	232	514	108	188	181	143
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1738	0	224	974	0	232	514	108	188	181	143
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.40	0.00	0.08	0.22	0.00	0.08	0.18	0.07	0.06	0.04	0.10
Crit Volume:		579			112			257		94		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.554
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	99	1861	32	8	1162	45	79	10	171	71	5	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	1861	32	8	1162	45	79	10	171	71	5	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	1861	32	8	1162	45	79	10	171	71	5	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1861	32	8	1162	45	79	10	171	71	5	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	99	1861	32	8	1162	45	79	10	171	71	5	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.89	0.11	0.89	0.11	1.00	0.93	0.07	1.00
Final Sat.:	1450	4276	74	1450	4188	162	1287	163	1450	1355	95	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.01	0.28	0.28	0.06	0.06	0.12	0.05	0.05	0.01
Crit Volume:			631		8			89			76	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.817
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	179	1473	576	94	477	66	614	1407	165	531	570	197
Growth Adj:	1.00	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	1473	576	94	477	66	614	1407	165	531	570	197
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	179	1473	0	94	477	0	614	1407	0	531	570	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1473	0	94	477	0	614	1407	0	531	570	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	179	1473	0	94	477	0	614	1407	0	531	570	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.00	0.03	0.08	0.00	0.21	0.32	0.00	0.12	0.13	0.00
Crit Volume:		491			47			469			177	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.546
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	1915	20	8	1302	10	46	2	46	35	3	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1915	20	8	1302	10	46	2	46	35	3	7
User Adj:	1.00	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:	19	1915	20	8	1302	10	46	2	46	35	3	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1915	20	8	1302	10	46	2	46	35	3	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	1915	20	8	1302	10	46	2	46	35	3	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.49	0.02	0.49	0.78	0.07	0.15
Final Sat.:	1450	4305	45	1450	4317	33	710	31	710	1128	97	226
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.44	0.01	0.30	0.30	0.06	0.06	0.06	0.03	0.03	0.03
Crit Volume:			645		8			94				45
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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:	Ignore				Include				Ovl				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:	2	0	3	0 1	2	0	2	1 0	1	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	115	2002		93	128	1697		43	78	247		209	167		46	37
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Initial Bse:	115	2002		93	128	1697		43	78	247		209	167		46	37
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
PHF Volume:	115	2002		0	128	1697		43	78	247		209	167		46	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	115	2002		0	128	1697		43	78	247		209	167		46	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00
FinalVolume:	115	2002		0	128	1697		43	78	247		209	167		46	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	2.93		0.07	1.00	2.00		1.00	2.00		2.00	1.00
Final Sat.:	2900	4350		1450	2900	4243		108	1450	2900		1450	2900		2900	1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.46		0.00	0.04	0.40		0.40	0.05	0.09		0.14	0.06		0.02	0.00
Crit Volume:		667			64							209	84			
Crit Moves:		****			****							****	****			

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.445
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ignore				Ovl				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	1	1	0 1	2	1	1	0 1
Volume Module:																
Base Vol:	17	1474		52	159	1857		38	3		1	11	49		4	116
Growth Adj:	1.00	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	1474		52	159	1857		38	3		1	11	49		4	116
User Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	17	1474		0	159	1857		38	3		1	0	49		4	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	17	1474		0	159	1857		38	3		1	0	49		4	0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
FinalVolume:	17	1474		0	159	1857		38	3		1	0	49		4	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	3.00		1.00	1.00	3.00		1.00	1.00
Final Sat.:	2900	4350		1450	2900	4350		1450	4350		1450	1450	4350		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.34		0.00	0.05	0.43		0.03	0.00		0.00	0.00	0.01		0.00	0.00
Crit Volume:		9				619						1	16			
Crit Moves:		****				****						****	****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.659
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	34	1624	3	11	1648	14	94	0	96	3	0	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:	34	1624	3	11	1648	14	94	0	96	3	0	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	1624	3	11	1648	14	94	0	96	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	1624	3	11	1648	14	94	0	96	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	34	1624	3	11	1648	14	94	0	96	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2895	5	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.01	0.57	0.01	0.06	0.00	0.07	0.00	0.00	0.01
Crit Volume:	34			824			94			3		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.791
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	881	661	45	1056	648	166	262	1063	622	48	1438	579
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	881	661	45	1056	648	166	262	1063	622	48	1438	579
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	881	661	0	1056	648	0	262	1063	0	48	1438	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	881	661	0	1056	648	0	262	1063	0	48	1438	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	881	661	0	1056	648	0	262	1063	0	48	1438	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.30	0.15	0.00	0.24	0.15	0.00	0.09	0.18	0.00	0.02	0.25	0.00
Crit Volume:	441			216			131			360		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.651
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	27	1241	6	11	1256	442	379	16	285	2	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	1241	6	11	1256	442	379	16	285	2	2	4
User Adj:	1.00	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:	27	1241	6	11	1256	442	379	16	285	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	1241	6	11	1256	442	379	16	285	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	27	1241	6	11	1256	442	379	16	285	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.05	0.95	1.00	1.00	1.00
Final Sat.:	2900	2886	14	1450	2900	1450	2900	77	1373	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.43	0.01	0.43	0.30	0.13	0.21	0.21	0.00	0.00	0.00
Crit Volume:	13			628			301			2		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 12 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:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	33	795	2	38	468	93	224	16	32	25	14	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	795	2	38	468	93	224	16	32	25	14	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	795	2	38	468	93	224	16	32	25	14	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	795	2	38	468	93	224	16	32	25	14	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	795	2	38	468	93	224	16	32	25	14	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.67	0.33	1.65	0.12	0.23	0.64	0.36	1.00
Final Sat.:	1450	2893	7	1450	2419	481	2388	171	341	929	521	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.03	0.19	0.19	0.09	0.09	0.09	0.03	0.03	0.02
Crit Volume:	399			38			136			39		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.678
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	710	343	797	623	0	0	0	0	202	0	662
Growth Adj:	1.00	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	710	343	797	623	0	0	0	0	202	0	662
User Adj:	1.00	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	710	343	797	623	0	0	0	0	202	0	662
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	343	797	623	0	0	0	0	202	0	662
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	710	343	797	623	0	0	0	0	202	0	662
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.23	0.27	0.21	0.00	0.00	0.00	0.00	0.07	0.00	0.44
Crit Volume:		355		0			0					662
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.327
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	24	836	18	11	570	8	21	3	9	28	2	7
Growth Adj:	1.00	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	836	18	11	570	8	21	3	9	28	2	7
User Adj:	1.00	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	836	18	11	570	8	21	3	9	28	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	836	18	11	570	8	21	3	9	28	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	836	18	11	570	8	21	3	9	28	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2937	63	1500	2958	42	1313	188	1500	1400	100	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.01	0.19	0.19	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:			427	11				24		28		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 9 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:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	6	60	15	214	17	41	148	984	2	2	237	175
Growth Adj:	1.00	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	60	15	214	17	41	148	984	2	2	237	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	60	15	214	17	41	148	984	2	2	237	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	60	15	214	17	41	148	984	2	2	237	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	60	15	214	17	41	148	984	2	2	237	175
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	136	1364	1500	1390	110	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.15	0.15	0.03	0.10	0.33	0.00	0.00	0.08	0.12
Crit Volume:		66		214				492		2		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.362
Loss Time (sec): 9 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:	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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	78	0	123	0	0	0	0	724	145	103	203	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:	78	0	123	0	0	0	0	724	145	103	203	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	0	123	0	0	0	0	724	145	103	203	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	0	123	0	0	0	0	724	145	103	203	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:	78	0	123	0	0	0	0	724	145	103	203	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.08	0.00	0.00	0.00	0.00	0.24	0.10	0.07	0.07	0.00
Crit Volume:	78			0				362		103		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.592
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	50	0	380	879	1360	0	0	797	123
Growth Adj:	1.00	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	50	0	380	879	1360	0	0	797	123
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	50	0	380	879	1360	0	0	797	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	50	0	380	879	1360	0	0	797	123
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	50	0	380	879	1360	0	0	797	123
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.13	0.29	0.45	0.00	0.00	0.27	0.08
Crit Volume:			0			50			439			399
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	100	439	48	128	208	140	209	539	81	19	190	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	439	48	128	208	140	209	539	81	19	190	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	439	48	128	208	140	209	539	81	19	190	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	439	48	128	208	140	209	539	81	19	190	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	439	48	128	208	140	209	539	81	19	190	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.90	0.10	1.00	0.60	0.40	1.00	1.74	0.26	1.00	1.41	0.59
Final Sat.:	1450	1307	143	1450	867	583	1450	2521	379	1450	2048	852
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.34	0.09	0.24	0.24	0.14	0.21	0.21	0.01	0.09	0.09
Crit Volume:			487			128			209			135
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	16	92	92	121	49	16	45	1153	13	74	356	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	92	92	121	49	16	45	1153	13	74	356	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	92	92	121	49	16	45	1153	13	74	356	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	92	92	121	49	16	45	1153	13	74	356	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	92	92	121	49	16	45	1153	13	74	356	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.01	0.03	0.40	0.01	0.05	0.12	0.04
Crit Volume:		92		121				577		74		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	52	14	178	60	11	7	3	841	28	72	236	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	14	178	60	11	7	3	841	28	72	236	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	14	178	60	11	7	3	841	28	72	236	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	14	178	60	11	7	3	841	28	72	236	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	14	178	60	11	7	3	841	28	72	236	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.85	0.15	1.00	1.00	1.94	0.06	1.00	1.95	0.05
Final Sat.:	1142	308	1450	1225	225	1450	1450	2807	93	1450	2828	72
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.12	0.05	0.05	0.00	0.00	0.30	0.30	0.05	0.08	0.08
Crit Volume:			178		71			435		0		
Crit Moves:			****		****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.320
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	72	0	14	15	788	0	0	246	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	72	0	14	15	788	0	0	246	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	14	15	788	0	0	246	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	14	15	788	0	0	246	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	72	0	14	15	788	0	0	246	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	1.00	2.00	0.00	0.00	1.68	0.32
Final Sat.:	0	0	0	1256	0	244	1500	3000	0	0	2519	481
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.26	0.00	0.00	0.10	0.10
Crit Volume:	0					86		394		0		
Crit Moves:						****		****		****		

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.487
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	164	962	0	1	561	142	432	2	679	7	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	962	0	1	561	142	432	2	679	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	164	962	0	1	561	142	432	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	962	0	1	561	142	432	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	164	962	0	1	561	142	432	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2887	13	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.19	0.10	0.15	0.15	0.00	0.00	0.00	0.00
Crit Volume:		481			1		217			7		
Crit Moves:		****			****		****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.671
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	37	527	84	187	271	127	985	559	37	34	246	157
Growth Adj:	1.00	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	527	84	187	271	127	985	559	37	34	246	157
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	37	527	0	187	271	0	985	559	0	34	246	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	527	0	187	271	0	985	559	0	34	246	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	37	527	0	187	271	0	985	559	0	34	246	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.00	0.06	0.09	0.00	0.34	0.19	0.00	0.01	0.08	0.00
Crit Volume:		263			94			493			123	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.528
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	455	355	108	87	490	88	170	611	319	69	350	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	455	355	108	87	490	88	170	611	319	69	350	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:	455	355	108	87	490	88	170	611	319	69	350	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	455	355	108	87	490	88	170	611	319	69	350	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:	455	355	108	87	490	88	170	611	319	69	350	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.08	0.07	0.03	0.11	0.06	0.12	0.21	0.22	0.05	0.12	0.05
Crit Volume:	228				163			306			69	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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 2	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	373	549	63	14	247	81	42	326	286	19	145	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:	373	549	63	14	247	81	42	326	286	19	145	24
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	373	549	0	14	247	81	42	326	0	19	145	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	549	0	14	247	81	42	326	0	19	145	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	373	549	0	14	247	81	42	326	0	19	145	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.26	0.74	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3276	1074	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.26	0.19	0.00	0.01	0.08	0.08	0.03	0.11	0.00	0.01	0.05	0.00
Crit Volume:	373					109		163		19		
Crit Moves:	****					****		****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.258
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	625	49	41	548	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	625	49	41	548	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	625	49	41	548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	625	49	41	548	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:	34	0	14	0	0	0	0	625	49	41	548	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.03	0.03	0.18	0.00
Crit Volume:	34					0		313		41		
Crit Moves:	****							****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.363
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	30	306	175	223	503	81	84	6	15	75	8	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	306	175	223	503	81	84	6	15	75	8	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	306	175	223	503	81	84	6	15	75	8	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	306	175	223	503	81	84	6	15	75	8	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	306	175	223	503	81	84	6	15	75	8	187
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.87	0.13	1.00	0.90	0.10	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2707	193	1450	1310	140	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.12	0.15	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			175	223				45			83	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.440
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	494	6	310	576	0	0	0	0	57	0	185
Growth Adj:	1.00	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	494	6	310	576	0	0	0	0	57	0	185
User Adj:	1.00	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	494	6	310	576	0	0	0	0	57	0	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	494	6	310	576	0	0	0	0	57	0	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	494	6	310	576	0	0	0	0	57	0	185
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.21	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.12
Crit Volume:		165		310				0				185
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.483
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	36	723	86	239	548	18	16	2	16	36	3	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	723	86	239	548	18	16	2	16	36	3	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	723	86	239	548	18	16	2	16	36	3	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	723	86	239	548	18	16	2	16	36	3	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	723	86	239	548	18	16	2	16	36	3	176
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	3.00	1.00	0.89	0.11	1.00	0.92	0.08	1.00
Final Sat.:	1450	2592	308	1450	4350	1450	1289	161	1450	1338	112	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.16	0.13	0.01	0.01	0.01	0.01	0.03	0.03	0.12
Crit Volume:		405		239				18			39	
Crit Moves:		****		****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap. (X):	0.142
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	23	1	22	13	2	5	1	152	24	23	273	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	22	13	2	5	1	152	24	23	273	4
User Adj:	1.00	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:	23	1	22	13	2	5	1	152	24	23	273	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	22	13	2	5	1	152	24	23	273	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1	22	13	2	5	1	152	24	23	273	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.02	0.48	0.65	0.10	0.25	1.00	1.73	0.27	1.00	1.97	0.03
Final Sat.:	725	32	693	943	145	363	1450	2505	395	1450	2858	42
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.10	0.10
Crit Volume:				46			20		1		139	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.301
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	6	0	12	68	0	35	173	686	10	8	230	133
Growth Adj:	1.00	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	0	12	68	0	35	173	686	10	8	230	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	68	0	35	173	686	10	8	230	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	68	0	35	173	686	10	8	230	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	0	12	68	0	35	173	686	10	8	230	133
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.27	0.73
Final Sat.:	1450	0	1450	1450	0	1450	1450	2858	42	1450	1837	1063
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.02	0.12	0.24	0.24	0.01	0.13	0.13
Crit Volume:			12	68					348	8		
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.566
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	465	569	344	42	973	149	77	227	155	302	272	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	465	569	344	42	973	149	77	227	155	302	272	23
User Adj:	1.00	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:	465	569	344	42	973	149	77	227	155	302	272	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	569	344	42	973	149	77	227	155	302	272	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	465	569	344	42	973	149	77	227	155	302	272	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.13	0.24	0.01	0.22	0.10	0.03	0.08	0.11	0.10	0.09	0.02
Crit Volume:	232				324			114		151		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.851
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	1048	1472	755	15	1173	6	26	325	951	471	244	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:	1048	1472	755	15	1173	6	26	325	951	471	244	30
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1048	1472	0	15	1173	0	26	325	0	471	244	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1048	1472	0	15	1173	0	26	325	0	471	244	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1048	1472	0	15	1173	0	26	325	0	471	244	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.36	0.34	0.00	0.01	0.27	0.00	0.01	0.11	0.00	0.11	0.17	0.00
Crit Volume:	524				391			163		157		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	102	21	60	126	6	8	19	2130	14	63	1290	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	21	60	126	6	8	19	2130	14	63	1290	84
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	102	21	0	126	6	0	19	2130	0	63	1290	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	21	0	126	6	0	19	2130	0	63	1290	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	102	21	0	126	6	0	19	2130	0	63	1290	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.09	0.00	0.00	0.01	0.49	0.00	0.04	0.30	0.00
Crit Volume:		21			126			710		63		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.323
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	5	427	147	53	922	8	14	18	46	221	12	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:	5	427	147	53	922	8	14	18	46	221	12	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	427	147	53	922	8	14	18	46	221	12	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	427	147	53	922	8	14	18	46	221	12	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	427	147	53	922	8	14	18	46	221	12	42
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.22	0.78
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	322	1128
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.04	0.21	0.01	0.01	0.01	0.03	0.08	0.04	0.04
Crit Volume:	5				307				46	111		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.417
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	15	15	4	80	5	24	39	969	4	6	940	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	15	4	80	5	24	39	969	4	6	940	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	15	4	80	5	24	39	969	4	6	940	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	15	4	80	5	24	39	969	4	6	940	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:	15	15	4	80	5	24	39	969	4	6	940	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.06	0.00	0.02	0.03	0.33	0.00	0.00	0.32	0.04
Crit Volume:		15			80			39			470	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.453
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	92	0	43	45	1175	0	0	745	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:	0	0	0	92	0	43	45	1175	0	0	745	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:	0	0	0	92	0	43	45	1175	0	0	745	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	92	0	43	45	1175	0	0	745	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:	0	0	0	92	0	43	45	1175	0	0	745	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.03	0.03	0.39	0.00	0.00	0.25	0.02
Crit Volume:		0		92				588		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.455
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	19	75	14	5	12	24	1140	9	57	1119	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	19	75	14	5	12	24	1140	9	57	1119	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	19	75	14	5	12	24	1140	9	57	1119	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	19	75	14	5	12	24	1140	9	57	1119	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	19	75	14	5	12	24	1140	9	57	1119	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.05	0.01	0.00	0.01	0.02	0.39	0.01	0.04	0.39	0.04
Crit Volume:		19		14				570		57		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100			Critical Vol./Cap. (X):			0.409										
Loss Time (sec):	0			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	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1!	0	0	1	0	2	0	0	0	0	1	1	0
Volume Module:																				
Base Vol:	0	0	0	29	0	4	10	1168	0	0	744	7								
Growth Adj:	1.00	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	29	0	4	10	1168	0	0	744	7								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	0	0	0	29	0	4	10	1168	0	0	744	7								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	0	0	0	29	0	4	10	1168	0	0	744	7								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	29	0	4	10	1168	0	0	744	7								
Saturation Flow Module:																				
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	0.00	0.00	0.00	0.88	0.00	0.12	1.00	2.00	0.00	0.00	1.98	0.02								
Final Sat.:	0	0	0	1318	0	182	1500	3000	0	0	2972	28								
Capacity Analysis Module:																				
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.39	0.00	0.00	0.25	0.25								
Crit Volume:			0	29				584		0										
Crit Moves:				****				****		****										

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120			Critical Vol./Cap. (X):			1.011										
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx										
Optimal Cycle:	180			Level Of Service:			F										
Approach:	North Bound			South Bound			East Bound			West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Protected			Protected			Protected							
Rights:	Ignore			Ignore			Ignore			Ignore							
Min. Green:	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	420	1096	469	167	747	58	40	1233	872	846	757	218								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	420	1096	469	167	747	58	40	1233	872	846	757	218								
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00								
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00								
PHF Volume:	420	1096	0	167	747	0	40	1233	0	846	757	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	420	1096	0	167	747	0	40	1233	0	846	757	0								
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00								
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00								
FinalVolume:	420	1096	0	167	747	0	40	1233	0	846	757	0								
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450								
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00								
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450								
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.38	0.00	0.06	0.17	0.00	0.01	0.28	0.00	0.29	0.17	0.00								
Crit Volume:		548		84				411		423										
Crit Moves:		****		****				****		****										

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.437
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	140	0	21	3	1031	0	0	678	80
Growth Adj:	1.00	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	140	0	21	3	1031	0	0	678	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	21	3	1031	0	0	678	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	21	3	1031	0	0	678	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	140	0	21	3	1031	0	0	678	80
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.01	0.00	0.34	0.00	0.00	0.23	0.05
Crit Volume:		0		140				516		0		
Crit Moves:				****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	141	1523	92	176	1851	115	169	7	107	31	2	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	1523	92	176	1851	115	169	7	107	31	2	20
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	141	1523	0	176	1851	0	169	7	0	31	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1523	0	176	1851	0	169	7	0	31	2	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	141	1523	0	176	1851	0	169	7	0	31	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.06	0.43	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Crit Volume:	71				617		84				2	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.816
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	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:	Ignore			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	174	1080	321	99	473	258	284	1540	53	160	882	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	1080	321	99	473	258	284	1540	53	160	882	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	174	1080	0	99	473	258	284	1540	53	160	882	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	1080	0	99	473	258	284	1540	53	160	882	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	174	1080	0	99	473	258	284	1540	53	160	882	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.00	0.03	0.11	0.18	0.10	0.35	0.04	0.06	0.15	0.00
Crit Volume:		540			50			513			80	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.689
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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 0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	207	0	414	0	0	0	0	1827	33	75	780	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:	207	0	414	0	0	0	0	1827	33	75	780	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	0	414	0	0	0	0	1827	33	75	780	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	0	414	0	0	0	0	1827	33	75	780	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:	207	0	414	0	0	0	0	1827	33	75	780	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.95	0.05	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4420	80	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.28	0.00	0.00	0.00	0.00	0.41	0.41	0.05	0.17	0.00
Crit Volume:			414		0			620			0	
Crit Moves:			****					****			****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.653
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	158	851	721	234	425	91	163	979	245	157	557	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	851	721	234	425	91	163	979	245	157	557	269
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	158	851	0	234	425	0	163	979	0	157	557	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	851	0	234	425	0	163	979	0	157	557	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	158	851	0	234	425	0	163	979	0	157	557	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.08	0.15	0.00	0.06	0.23	0.00	0.05	0.13	0.00
Crit Volume:		426		117				326		79		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.545
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	2	1404	20	63	261	5	7	2	3	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1404	20	63	261	5	7	2	3	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1404	20	63	261	5	7	2	3	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1404	20	63	261	5	7	2	3	6	0	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:	2	1404	20	63	261	5	7	2	3	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.78	0.22	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2845	55	1128	322	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.09	0.09	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:		712		63				9		6		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.520
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	1293	4	27	250	0	0	0	0	78	17	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1293	4	27	250	0	0	0	0	78	17	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1293	4	27	250	0	0	0	0	78	17	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1293	4	27	250	0	0	0	0	78	17	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1293	4	27	250	0	0	0	0	78	17	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.69	0.31	1.00
Final Sat.:	0	2991	9	1500	3000	0	0	0	0	1031	469	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.08	0.00	0.00	0.00	0.00	0.08	0.04	0.09
Crit Volume:			649	0			0					132
Crit Moves:			****	****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.584
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	11	1302	92	53	258	3	6	26	35	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1302	92	53	258	3	6	26	35	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1302	92	53	258	0	6	26	35	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1302	92	53	258	0	6	26	35	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	11	1302	92	53	258	0	6	26	35	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2709	191	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.04	0.09	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:		697		53				32			65	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 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	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	1	0	2	1
Volume Module:																
Base Vol:	0	0	0	34	0	3	21	147	0	0	167	61				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	34	0	3	21	147	0	0	167	61				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	34	0	3	21	147	0	0	167	61				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	34	0	3	21	147	0	0	167	61				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	34	0	3	21	147	0	0	167	61				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00				
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.06	0.04				
Crit Volume:			0			34		21			84					
Crit Moves:				****			****				****					

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Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																
Base Vol:	115	0	123	0	0	0	0	1924	88	72	1826	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:	115	0	123	0	0	0	0	1924	88	72	1826	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	115	0	123	0	0	0	0	1924	88	72	1826	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	115	0	123	0	0	0	0	1924	88	72	1826	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:	115	0	123	0	0	0	0	1924	88	72	1826	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0				
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.08	0.00	0.00	0.00	0.00	0.43	0.06	0.05	0.41	0.00				
Crit Volume:			123		0			641		72						
Crit Moves:			****					****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	3	9	4	76	2	70	103	1961	23	51	1812	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	9	4	76	2	70	103	1961	23	51	1812	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	9	4	76	2	70	103	1961	23	51	1812	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	4	76	2	70	103	1961	23	51	1812	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	9	4	76	2	70	103	1961	23	51	1812	435
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2826	74	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.03	0.03	0.05	0.07	0.45	0.02	0.04	0.42	0.30
Crit Volume:		9			39		103				604	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.880
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	0	1
Volume Module:												
Base Vol:	7	10	20	411	4	249	243	1795	8	5	1623	919
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	10	20	411	4	249	243	1795	8	5	1623	919
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	10	20	411	4	249	243	1795	8	5	1623	919
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	10	20	411	4	249	243	1795	8	5	1623	919
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	10	20	411	4	249	243	1795	8	5	1623	919
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	2.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	618	882	1500	4457	43	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.17	0.16	0.40	0.01	0.00	0.36	0.61
Crit Volume:			20		138		243					919
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.754
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 93 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:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	351	136	122	8	94	44	285	2208	374	297	1879	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:	351	136	122	8	94	44	285	2208	374	297	1879	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	351	136	0	8	94	44	285	2208	0	297	1879	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	136	0	8	94	44	285	2208	0	297	1879	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	351	136	0	8	94	44	285	2208	0	297	1879	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.16	0.84	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3135	1215	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.01	0.03	0.03	0.10	0.51	0.00	0.10	0.43	0.02
Crit Volume:	162			47			736			149		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.539
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	202	80	202	8	21	2	13	1951	118	265	2274	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	80	202	8	21	2	13	1951	118	265	2274	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	202	80	0	8	21	0	13	1951	0	265	2274	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	80	0	8	21	0	13	1951	0	265	2274	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	202	80	0	8	21	0	13	1951	0	265	2274	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.43	0.57	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2077	823	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.01	0.01	0.00	0.00	0.34	0.00	0.09	0.39	0.00
Crit Volume:	141			21			488			133		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0		87	0	484		335	1911		2	0	1685		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:	2	0	0		87	0	484		335	1911		2	0	1685		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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	0	0		87	0	484		335	1911		2	0	1685		82
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	2	0	0		87	0	484		335	1911		2	0	1685		82
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	0	0		87	0	484		335	1911		2	0	1685		82
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	0.00	2.00		2.00	2.99	0.01		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		2900	0	2900		2900	4345	5		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.17		0.12	0.44	0.44		0.00	0.39	0.06	
Crit Volume:	2						242		0					562		
Crit Moves:	****						****		****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 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:		Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	273	180	312		579	129	116		189	1888		53	136	1895		174
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	273	180	312		579	129	116		189	1888		53	136	1895		174
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	273	180	312		579	129	116		189	1888		53	136	1895		174
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	273	180	312		579	129	116		189	1888		53	136	1895		174
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	273	180	312		579	129	116		189	1888		53	136	1895		174
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.04	0.22		0.20	0.03	0.08		0.07	0.33	0.04		0.05	0.44	0.12	
Crit Volume:			312		290				94					632		
Crit Moves:			****		****				****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.469
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	52	1	43	16	1	65	23	2092	6	10	2427	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:	52	1	43	16	1	65	23	2092	6	10	2427	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	52	1	0	16	1	0	23	2092	0	10	2427	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1	0	16	1	0	23	2092	0	10	2427	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	52	1	0	16	1	0	23	2092	0	10	2427	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1423	27	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.36	0.00	0.01	0.42	0.00
Crit Volume:		53			9			12			607	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.542
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	1505	47	128	1776	0	0	0	0	183	0	277
Growth Adj:	1.00	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	1505	47	128	1776	0	0	0	0	183	0	277
User Adj:	1.00	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	1505	47	128	1776	0	0	0	0	183	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1505	47	128	1776	0	0	0	0	183	0	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1505	47	128	1776	0	0	0	0	183	0	277
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.09	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:		502			128			0			183	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	380	655	179	77	383	3	5	103	345	82	610	418
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	655	179	77	383	3	5	103	345	82	610	418
User Adj:	1.00	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:	380	655	179	77	383	3	5	103	345	82	610	418
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	655	179	77	383	3	5	103	345	82	610	418
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	380	655	179	77	383	3	5	103	345	82	610	418
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.12	0.03	0.09	0.00	0.00	0.04	0.24	0.06	0.21	0.29
Crit Volume:		328		0			5					418
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.607
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	198	1544	2	23	1783	65	30	11	143	10	19	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:	198	1544	2	23	1783	65	30	11	143	10	19	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	198	1544	2	23	1783	65	30	11	0	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1544	2	23	1783	65	30	11	0	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	198	1544	2	23	1783	65	30	11	0	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.46	0.54	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	2122	778	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.00	0.02	0.41	0.04	0.01	0.01	0.00	0.01	0.05	0.05
Crit Volume:	198				594			21				67
Crit Moves:	****				****			****				****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.410
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	108	0	72	0	0	0	0	868	19	26	1013	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:	108	0	72	0	0	0	0	868	19	26	1013	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	0	72	0	0	0	0	868	19	26	1013	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	72	0	0	0	0	868	19	26	1013	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:	108	0	72	0	0	0	0	868	19	26	1013	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.01	0.02	0.34	0.00
Crit Volume:	108					0			0			507
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.564
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	93	1541		80		87	1410		259	134	75	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1541		80		87	1410		259	134	75	155
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1541		0		87	1410		259	134	75	155
Reduct Vol:	0	0		0		0	0		0	0	0	0
Reduced Vol:	93	1541		0		87	1410		259	134	75	155
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1541		0		87	1410		259	134	75	155
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.53	0.47	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	3675	675	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.00	0.03	0.38	0.38	0.09	0.05	0.11	0.01	0.00	0.05
Crit Volume:	93				556				155	13		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	129	1431	0		0	1752	211		115	0	88		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:	129	1431	0		0	1752	211		115	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	129	1431	0		0	1752	211		115	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	129	1431	0		0	1752	211		115	0	88		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:	129	1431	0		0	1752	211		115	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500	0		0	4500	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.32	0.00		0.00	0.39	0.14		0.04	0.00	0.06		0.00	0.00	0.00	
Crit Volume:	65					584			57					0		
Crit Moves:	****					****			****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	567	1468	10		46	566	134		129	91	631		42	331	207	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	567	1468	10		46	566	134		129	91	631		42	331	207	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	567	1468	0		46	566	0		129	91	0		42	331	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	567	1468	0		46	566	0		129	91	0		42	331	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	567	1468	0		46	566	0		129	91	0		42	331	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.34	0.00		0.02	0.13	0.00		0.04	0.03	0.00		0.01	0.11	0.00	
Crit Volume:		489				23				65				166		
Crit Moves:		****				****				****				****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.576		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	54	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1!0	0
Volume Module:												
Base Vol:	41	1325	9	1	743	18	21	5	117	48	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	1325	9	1	743	18	21	5	117	48	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	1325	9	1	743	18	21	5	117	48	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1325	9	1	743	18	21	5	117	48	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	1325	9	1	743	18	21	5	117	48	2	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.87	0.04	0.09
Final Sat.:	1450	2900	1450	1450	2900	1450	1171	279	1450	1265	53	132
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.01	0.00	0.26	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:		663		1					117		55	
Crit Moves:		****		****					****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.459		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	42	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 1	0	0	1 0.0	1
Volume Module:												
Base Vol:	18	1038	6	4	496	6	47	2	31	21	2	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1038	6	4	496	6	47	2	31	21	2	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1038	6	4	496	6	47	2	31	21	2	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1038	6	4	496	6	47	2	31	21	2	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1038	6	4	496	6	47	2	31	21	2	95
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.98	0.02	0.96	0.04	1.00	0.91	0.09	1.00
Final Sat.:	1450	2883	17	1450	2865	35	1391	59	1450	1324	126	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.00	0.17	0.17	0.03	0.03	0.02	0.02	0.02	0.07
Crit Volume:		522		0				49				95
Crit Moves:		****		****				****				****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.674
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	2	833	43	231	494	31	59	477	2	112	833	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:	2	833	43	231	494	31	59	477	2	112	833	410
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	2	833	0	231	494	0	59	477	0	112	833	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	833	0	231	494	0	59	477	0	112	833	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	2	833	0	231	494	0	59	477	0	112	833	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.08	0.17	0.00	0.02	0.16	0.00	0.04	0.29	0.00
Crit Volume:		417		116			30				417	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Ovl			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!	0 0	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	75	42	6	14	3	47	246	369	24	2	731	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	42	6	14	3	47	246	369	24	2	731	10
User Adj:	1.00	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:	75	42	6	14	3	47	246	369	24	2	731	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	42	6	14	3	47	246	369	24	2	731	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	75	42	6	14	3	47	246	369	24	2	731	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.34	0.05	0.82	0.18	1.00	1.00	1.88	0.12	1.00	1.97	0.03
Final Sat.:	884	495	71	1194	256	1450	1450	2723	177	1450	2861	39
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.01	0.03	0.17	0.14	0.14	0.00	0.26	0.26
Crit Volume:		123			17		246					371
Crit Moves:		****			****		****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.745
Loss Time (sec):	9	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			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	548	409	310	70	0	0	0	0	243	0	259
Growth Adj:	1.00	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	548	409	310	70	0	0	0	0	243	0	259
User Adj:	1.00	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	548	409	310	70	0	0	0	0	243	0	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	548	409	310	70	0	0	0	0	243	0	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	548	409	310	70	0	0	0	0	243	0	259
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.27	0.21	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.17
Crit Volume:		548		310			0					259
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec):	100	Critical Vol./Cap. (X):	0.288
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	2 0	1	1	0 2 0
Volume Module:												
Base Vol:	7	0	23	52	0	175	65	224	11	18	294	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	23	52	0	175	65	224	11	18	294	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	23	52	0	175	65	224	11	18	294	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	23	52	0	175	65	224	11	18	294	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	23	52	0	175	65	224	11	18	294	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	0	1112	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			30			175	65				147	
Crit Moves:			****			****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec):	100	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0 1.0	0 0	1
Volume Module:												
Base Vol:	82	1247	15	4	797	49	92	16	144	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1247	15	4	797	49	92	16	144	3	1	1
User Adj:	1.00	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:	82	1247	15	4	797	49	92	16	144	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1247	15	4	797	49	92	16	144	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	1247	15	4	797	49	92	16	144	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1278	222	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.01	0.00	0.27	0.03	0.07	0.07	0.10	0.00	0.00	0.00
Crit Volume:		624		4					144	3		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	180	1150	2	1	675	57	134	1	174	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1150	2	1	675	57	134	1	174	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1150	2	1	675	57	134	1	174	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1150	2	1	675	57	134	1	174	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1150	2	1	675	57	134	1	174	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	9	1491	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.00	0.00	0.23	0.04	0.04	0.12	0.12	0.00	0.00	0.00
Crit Volume:		575		1				175		1		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	520	1247	46	251	605	52	119	289	20	12	544	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	520	1247	46	251	605	52	119	289	20	12	544	124
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	520	1247	0	251	605	0	119	289	0	12	544	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	1247	0	251	605	0	119	289	0	12	544	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	520	1247	0	251	605	0	119	289	0	12	544	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.29	0.00	0.09	0.14	0.00	0.08	0.10	0.00	0.00	0.19	0.00
Crit Volume:		416		126			119				272	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.459
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	159	1273	117	49	825	24	94	7	120	30	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	1273	117	49	825	24	94	7	120	30	3	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	1273	117	49	825	24	94	7	120	30	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	1273	117	49	825	24	94	7	120	30	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	159	1273	117	49	825	24	94	7	120	30	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.75	0.25	1.00	2.92	0.08	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	3984	366	1450	4227	123	2699	201	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.03	0.20	0.20	0.03	0.03	0.08	0.02	0.02	0.01
Crit Volume:		463		49					120		33	
Crit Moves:	****			****					****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	112	1664	31	17	1076	109	296	60	170	73	60	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:	112	1664	31	17	1076	109	296	60	170	73	60	39
User Adj:	1.00	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:	112	1664	31	17	1076	109	296	60	170	73	60	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1664	31	17	1076	109	296	60	170	73	60	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:	112	1664	31	17	1076	109	296	60	170	73	60	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.69	0.34	0.97	0.85	0.70	0.45
Final Sat.:	2900	4350	1450	1450	4350	1450	2453	497	1401	1231	1012	658
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.01	0.25	0.08	0.12	0.12	0.12	0.06	0.06	0.06
Crit Volume:		555		17			175			86		
Crit Moves:		****		****			****			****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	409	1060	59	21	874	45	190	8	225	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	409	1060	59	21	874	45	190	8	225	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	409	1060	59	21	874	45	190	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	1060	59	21	874	45	190	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	409	1060	59	21	874	45	190	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2879	121	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.04	0.01	0.29	0.03	0.07	0.07	0.00	0.01	0.01	0.00
Crit Volume:	409				437		99				16	
Crit Moves:	****				****		****				****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.500
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	122	759	79	44	848	36	42	136	94	181	303	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:	122	759	79	44	848	36	42	136	94	181	303	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	759	79	44	848	36	42	136	94	181	303	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	759	79	44	848	36	42	136	94	181	303	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	759	79	44	848	36	42	136	94	181	303	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1399	51
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.05	0.02	0.19	0.02	0.03	0.05	0.06	0.06	0.22	0.22
Crit Volume:	61			283			68			314		
Crit Moves:	****			****			****			****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.389
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	111	873	293	158	937	24	4	60	122	249	63	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:	111	873	293	158	937	24	4	60	122	249	63	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	873	293	158	937	24	4	60	122	249	63	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	873	293	158	937	24	4	60	122	249	63	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	111	873	293	158	937	24	4	60	122	249	63	75
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.94	0.48	0.58
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2808	705	838
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.05	0.22	0.02	0.00	0.04	0.08	0.09	0.09	0.09
Crit Volume:	0			312			122			130		
Crit Moves:	****			****			****			****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.316
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	9	777	16	10	788	187	155	15	31	63	27	4
Growth Adj:	1.00	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	777	16	10	788	187	155	15	31	63	27	4
User Adj:	1.00	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:	9	777	16	10	788	187	155	15	31	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	777	16	10	788	187	155	15	31	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	777	16	10	788	187	155	15	31	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.33	0.67	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	473	977	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.01	0.18	0.13	0.11	0.03	0.03	0.02	0.02	0.02
Crit Volume:	9			263			155			32		
Crit Moves:	****			****			****			****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.745
Loss Time (sec): 9 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			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	36	1620	86	135	939	44	42	26	27	50	25	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	1620	86	135	939	44	42	26	27	50	25	62
User Adj:	1.00	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:	36	1620	86	135	939	44	42	26	27	50	25	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	1620	86	135	939	44	42	26	27	50	25	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	1620	86	135	939	44	42	26	27	50	25	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1500	2849	151	1500	2866	134	1500	1500	1500	1500	431	1069
Capacity Analysis Module:												
Vol/Sat:	0.02	0.57	0.57	0.09	0.33	0.33	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:		853			135			42			87	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0 1	0 1	0	0 1	0 1	0
Volume Module:												
Base Vol:	18	2400	30	1	1412	4	21	8	14	36	2	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	2400	30	1	1412	4	21	8	14	36	2	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	2400	30	1	1412	4	21	8	14	36	2	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	2400	30	1	1412	4	21	8	14	36	2	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	2400	30	1	1412	4	21	8	14	36	2	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.96	0.04	1.00	2.99	0.01	0.98	0.37	0.65	1.00	0.90	0.10
Final Sat.:	1450	4296	54	1450	4338	12	1416	540	944	1450	1305	145
Capacity Analysis Module:												
Vol/Sat:	0.01	0.56	0.56	0.00	0.33	0.33	0.01	0.01	0.01	0.02	0.00	0.01
Crit Volume:			810		1			22		36		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.643
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2391	22	30	1389	48	47	29	2	25	14	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:	9	2391	22	30	1389	48	47	29	2	25	14	44
User Adj:	1.00	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:	9	2391	22	30	1389	48	47	29	2	25	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2391	22	30	1389	48	47	29	2	25	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2391	22	30	1389	48	47	29	2	25	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.60	0.37	0.03	0.30	0.17	0.53
Final Sat.:	1500	4459	41	1500	4350	150	904	558	38	452	253	795
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.02	0.32	0.32	0.05	0.05	0.05	0.06	0.06	0.06
Crit Volume:			804		30			47				83
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.662
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1697	34	90	1095	0	0	0	0	37	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1697	34	90	1095	0	0	0	0	37	0	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:	0	1697	34	90	1095	0	0	0	0	37	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1697	34	90	1095	0	0	0	0	37	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1697	34	90	1095	0	0	0	0	37	0	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2941	59	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.58	0.06	0.37	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:		866		90				0		37		
Crit Moves:		****		****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.414
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	727	2	35	430	0	0	0	0	4	0	256
Growth Adj:	1.00	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	727	2	35	430	0	0	0	0	4	0	256
User Adj:	1.00	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	727	2	35	430	0	0	0	0	4	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	2	35	430	0	0	0	0	4	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	727	2	35	430	0	0	0	0	4	0	256
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2992	8	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.02	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.17
Crit Volume:			365		0			0				256
Crit Moves:			****	****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	1292	97	138	596	3	3	5	5	72	2	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1292	97	138	596	3	3	5	5	72	2	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1292	97	138	596	3	3	5	5	72	2	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1292	97	138	596	3	3	5	5	72	2	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1292	97	138	596	3	3	5	5	72	2	145
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.86	0.14	1.00	1.99	0.01	0.23	0.39	0.38	0.97	0.03	1.00
Final Sat.:	1450	2697	203	1450	2885	15	335	558	558	1411	39	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.48	0.10	0.21	0.21	0.01	0.01	0.01	0.05	0.05	0.10
Crit Volume:		695		138			13			74		
Crit Moves:		****		****			****			****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	1289	60	41	600	23	63	2	27	13	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1289	60	41	600	23	63	2	27	13	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1289	60	41	600	23	63	2	27	13	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1289	60	41	600	23	63	2	27	13	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1289	60	41	600	23	63	2	27	13	0	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2793	107	1405	45	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.04	0.03	0.21	0.21	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:		645		41				65		13		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.490
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	818	341	64	529	0	0	0	0	262	2	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	818	341	64	529	0	0	0	0	262	2	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	818	341	64	529	0	0	0	0	262	2	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	818	341	64	529	0	0	0	0	262	2	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	818	341	64	529	0	0	0	0	262	2	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.60	0.40
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	907	593
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.23	0.04	0.18	0.00	0.00	0.00	0.00	0.17	0.00	0.11
Crit Volume:		409		64				0		262		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec):	120	Critical Vol./Cap. (X):	0.934
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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 0 1	1	0	0 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	102	0	465	293	0	70	347	1007	140	98	696	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	0	465	293	0	70	347	1007	140	98	696	169
User Adj:	1.00	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:	102	0	465	293	0	70	347	1007	140	98	696	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	0	465	293	0	70	347	1007	140	98	696	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	102	0	465	293	0	70	347	1007	140	98	696	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.32	0.20	0.00	0.05	0.24	0.35	0.10	0.07	0.24	0.12
Crit Volume:			465	293			347				348	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.497
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	1075	9	1	469	16	99	18	214	23	37	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:	181	1075	9	1	469	16	99	18	214	23	37	8
User Adj:	1.00	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:	181	1075	9	1	469	16	99	18	214	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1075	9	1	469	16	99	18	214	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	1075	9	1	469	16	99	18	214	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.93	0.07	0.85	0.15	1.00	0.38	0.62	1.00
Final Sat.:	1450	2876	24	1450	2804	96	1227	223	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.37	0.00	0.17	0.17	0.08	0.08	0.15	0.04	0.04	0.01
Crit Volume:			542		1			117			60	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.633
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	45	1158	5	16	379	248	274	8	55	28	11	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1158	5	16	379	248	274	8	55	28	11	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1158	5	16	379	248	274	8	55	28	11	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1158	5	16	379	248	274	8	55	28	11	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1158	5	16	379	248	274	8	55	28	11	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.21	0.79	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2888	12	1450	1753	1147	1409	41	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.40	0.40	0.01	0.22	0.22	0.19	0.19	0.04	0.03	0.03	0.02
Crit Volume:			582		16			282			39	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.821
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	78	1459	31	216	497	189	80	34	37	147	83	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1459	31	216	497	189	80	34	37	147	83	80
User Adj:	1.00	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:	78	1459	31	216	497	189	80	34	37	147	83	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1459	31	216	497	189	80	34	37	147	83	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	1459	31	216	497	189	80	34	37	147	83	80
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.96	0.04	1.00	1.45	0.55	0.70	0.30	1.00	1.28	0.72	1.00
Final Sat.:	1450	2840	60	1450	2101	799	1018	432	1450	1853	1047	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.51	0.15	0.24	0.24	0.08	0.08	0.03	0.08	0.08	0.06
Crit Volume:			745	216				114		115		
Crit Moves:			****	****				****		****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.708
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	125	1455	56	67	399	92	94	0	123	62	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1455	56	67	399	92	94	0	123	62	0	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	1455	56	67	399	92	94	0	123	62	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1455	56	67	399	92	94	0	123	62	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	1455	56	67	399	92	94	0	123	62	0	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2793	107	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.52	0.52	0.05	0.14	0.06	0.06	0.00	0.08	0.04	0.00	0.08
Crit Volume:			756	67			94					110
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.537
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	135	0	173	0	0	0	0	728	556	8	1475	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:	135	0	173	0	0	0	0	728	556	8	1475	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	135	0	0	0	0	0	0	728	0	8	1475	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	0	0	0	0	0	728	0	8	1475	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	135	0	0	0	0	0	0	728	0	8	1475	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.24	0.00	0.01	0.49	0.00
Crit Volume:	68			0			0			738		
Crit Moves:	****						****			****		

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.483
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	259	0	730	22	535	476	0	1078	384	330	982	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	259	0	730	22	535	476	0	1078	384	330	982	493
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	259	0	730	22	535	0	0	1078	384	330	982	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	259	0	730	22	535	0	0	1078	384	330	982	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	259	0	730	22	535	0	0	1078	384	330	982	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.24	0.01	0.18	0.00	0.00	0.18	0.26	0.11	0.22	0.00
Crit Volume:	130			267			0			327		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.715
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	721	0	141	0	1183	294	0	1568	562
Growth Adj:	1.00	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	721	0	141	0	1183	294	0	1568	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	721	0	141	0	1183	0	0	1568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	721	0	141	0	1183	0	0	1568	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	721	0	141	0	1183	0	0	1568	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.09	0.00	0.37	0.00	0.00	0.49	0.00
Crit Volume:			0			361		0			784	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.431
Loss Time (sec):	6	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	922	379	535	495	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	0	0	0	922	379	535	495	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	922	379	535	495	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	922	379	535	495	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	922	379	535	495	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.25	0.18	0.17	0.00
Crit Volume:	0			0					379	267		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.532
Loss Time (sec):	6	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:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	519	0	477	0	0	0	0	1018	250	0	1678	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	0	477	0	0	0	0	1018	250	0	1678	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	519	0	477	0	0	0	0	1018	0	0	1678	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	0	477	0	0	0	0	1018	0	0	1678	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	519	0	477	0	0	0	0	1018	0	0	1678	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.16	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.37	0.00
Crit Volume:			238	0			0				559	
Crit Moves:			****				****				****	

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.425
Loss Time (sec):	6	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	184	0	578	0	1090	183	0	1638	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	184	0	578	0	1090	183	0	1638	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	184	0	0	0	1090	0	0	1638	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	184	0	0	0	1090	0	0	1638	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	184	0	0	0	1090	0	0	1638	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.00
Crit Volume:				92				0			546	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.724
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1865	143	0	293	0	0	0	0	613	0	464
Growth Adj:	1.00	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	1865	143	0	293	0	0	0	0	613	0	464
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1865	0	0	293	0	0	0	0	613	0	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1865	0	0	293	0	0	0	0	613	0	464
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1865	0	0	293	0	0	0	0	613	0	464
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.07	0.00	0.00	0.00	0.00	0.14	0.00	0.31
Crit Volume:		622		0			0					464
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			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:	2	0 3	0 0	0	0 3	0 1	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	838	678	0	0	1142	145	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	838	678	0	0	1142	145	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	838	678	0	0	1142	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	838	678	0	0	1142	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	838	678	0	0	1142	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.28	0.15	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	419				381		0				0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.431
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	1404	174	356	839	0	0	0	541	0	0	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:	0	1404	174	356	839	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1404	0	356	839	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1404	0	356	839	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1404	0	356	839	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.12	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		468		178			0				0	
Crit Moves:		****		****								

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Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 2	0 1	2	0 1!	0 1	2	0 1	1 0	0	0 4	0 1
Volume Module:												
Base Vol:	134	379	807	142	0	242	250	1664	226	0	1695	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	379	807	142	0	242	250	1664	226	0	1695	309
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	379	0	142	0	242	250	1664	226	0	1695	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	379	0	142	0	242	250	1664	226	0	1695	309
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	379	0	142	0	242	250	1664	226	0	1695	309
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.76	0.24	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2553	347	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.05	0.00	0.08	0.09	0.65	0.65	0.00	0.29	0.21
Crit Volume:		190		71				945		0		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap. (X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0 1	0	1	0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	7	165	1	32	10	277	4	4	226	518
Growth Adj:	1.00	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	7	165	1	32	10	277	4	4	226	518
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	165	1	32	10	277	4	4	226	518
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	165	1	32	10	277	4	4	226	518
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	165	1	32	10	277	4	4	226	518
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.36
Crit Volume:			7	165			10					518
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.770
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1614	60	80	950	0	0	440	141	18	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1614	60	80	950	0	0	440	141	18	0	45
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1614	0	80	950	0	0	440	141	18	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1614	0	80	950	0	0	440	141	18	0	45
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1614	0	80	950	0	0	440	141	18	0	45
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.00	0.06	0.33	0.00	0.00	0.15	0.10	0.01	0.00	0.03
Crit Volume:		807		80				220		9		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.236
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	32	0	215	0	0	0	0	127	16	250	549	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:	32	0	215	0	0	0	0	127	16	250	549	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	215	0	0	0	0	127	16	250	549	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	215	0	0	0	0	127	16	250	549	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:	32	0	215	0	0	0	0	127	16	250	549	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2664	336	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.14	0.00	0.00	0.00	0.00	0.05	0.05	0.17	0.18	0.00
Crit Volume:	32				0			72		250		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	2	0	1	1	0	0
Volume Module:												
Base Vol:	485	1362	0	0	700	40	24	0	154	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:	485	1362	0	0	700	40	24	0	154	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1362	0	0	700	40	24	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1362	0	0	700	40	24	0	154	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:	485	1362	0	0	700	40	24	0	154	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.45	0.00	0.00	0.23	0.03	0.02	0.00	0.10	0.00	0.00	0.00
Crit Volume:	485				350				154	0		
Crit Moves:	****				****				****			

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec):	100	Critical Vol./Cap. (X):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	427	1479	0	270	502	53	31	2	23	0	6	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:	427	1479	0	270	502	53	31	2	23	0	6	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	427	1479	0	270	502	53	31	2	23	0	6	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	1479	0	270	502	53	31	2	23	0	6	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	427	1479	0	270	502	53	31	2	23	0	6	58
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.16	1.84	0.00	0.09	0.91
Final Sat.:	1500	3000	0	1500	3000	1500	1500	240	2760	0	141	1359
Capacity Analysis Module:												
Vol/Sat:	0.28	0.49	0.00	0.18	0.17	0.04	0.02	0.01	0.01	0.00	0.04	0.04
Crit Volume:		740		270			31				64	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec):	100	Critical Vol./Cap. (X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	52	0	0	0	0	2751	0	174	1199	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	52	0	0	0	0	2751	0	174	1199	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	52	0	0	0	0	2751	0	174	1199	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	52	0	0	0	0	2751	0	174	1199	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	52	0	0	0	0	2751	0	174	1199	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.46	0.00	0.12	0.20	0.00
Crit Volume:			52	0				688		174		
Crit Moves:			****					****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	284	885	403	255	0	0	0	0	345	0	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:	0	284	885	403	255	0	0	0	0	345	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	284	0	403	255	0	0	0	0	345	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	284	0	403	255	0	0	0	0	345	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	284	0	403	255	0	0	0	0	345	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2907	0	93
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.27	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		142		403				0		178		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.112
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	11	0	220	0	0	0	0	66	44	181	14	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:	11	0	220	0	0	0	0	66	44	181	14	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	0	0	0	0	0	66	44	181	14	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	0	0	0	0	0	66	44	181	14	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	0	0	0	0	0	0	66	44	181	14	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.04	0.03	0.06	0.01	0.00
Crit Volume:	11				0			66		91		
Crit Moves:	****							****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	116	136	121		345	104	88		41	703	111		61	316	59	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	116	136	121		345	104	88		41	703	111		61	316	59	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	116	136	121		345	104	88		41	703	111		61	316	59	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	116	136	121		345	104	88		41	703	111		61	316	59	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	116	136	121		345	104	88		41	703	111		61	316	59	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.09	0.08		0.24	0.07	0.06		0.03	0.16	0.08		0.04	0.07	0.04	
Crit Volume:		136			345					234			61			
Crit Moves:	****				****					****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2719	8		127	2121	0		0	0	0		0	0	262	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	2719	8		127	2121	0		0	0	0		0	0	262	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	2719	8		127	2121	0		0	0	0		0	0	262	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2719	8		127	2121	0		0	0	0		0	0	262	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	2719	8		127	2121	0		0	0	0		0	0	262	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.60	0.01		0.08	0.47	0.00		0.00	0.00	0.00		0.00	0.00	0.17	
Crit Volume:		906			127					0					262	
Crit Moves:	****				****										****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.549
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	907	0	0	0	0	0	0	0	878
Growth Adj:	1.00	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	907	0	0	0	0	0	0	0	878
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	907	0	0	0	0	0	0	0	878
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	907	0	0	0	0	0	0	0	878
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	907	0	0	0	0	0	0	0	878
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55
Crit Volume:			0			0						878
Crit Moves:				****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.649
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3	0	1	1	0	3	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	0	2725	37	1	2120	0	0	0	0	64	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2725	37	1	2120	0	0	0	0	64	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2725	37	1	2120	0	0	0	0	64	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2725	37	1	2120	0	0	0	0	64	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2725	37	1	2120	0	0	0	0	64	0	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.97	0.00	0.03
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1455	0	45
Capacity Analysis Module:												
Vol/Sat:	0.00	0.61	0.02	0.00	0.47	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Volume:		908			1				0	64		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.230
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	56	0	40	0	0	0	0	6	157	125	7	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	0	40	0	0	0	0	6	157	125	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	0	40	0	0	0	0	6	157	125	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	40	0	0	0	0	6	157	125	7	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:	56	0	40	0	0	0	0	6	157	125	7	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.95	0.05	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1420	80	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.10	0.09	0.09	0.00
Crit Volume:	56			0					157		132	
Crit Moves:	****								****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	51	648	18	307	418	38	77	56	51	49	7	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	648	18	307	418	38	77	56	51	49	7	60
User Adj:	1.00	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:	51	648	18	307	418	38	77	56	51	49	7	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	648	18	307	418	38	77	56	51	49	7	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	51	648	18	307	418	38	77	56	51	49	7	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.58	0.42	1.00	0.88	0.12	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	839	611	1450	1269	181	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.01	0.21	0.14	0.03	0.09	0.09	0.04	0.04	0.04	0.04
Crit Volume:		324		307				133				60
Crit Moves:		****		****				****				****

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Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.819
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	717	10	71	399	0	0	0	0	26	0	440
Growth Adj:	1.00	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	717	10	71	399	0	0	0	0	26	0	440
User Adj:	1.00	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	717	10	71	399	0	0	0	0	26	0	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	717	10	71	399	0	0	0	0	26	0	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	717	10	71	399	0	0	0	0	26	0	440
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.01	0.05	0.27	0.00	0.00	0.00	0.00	0.02	0.00	0.29
Crit Volume:		717		71			0					440
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec):	100	Critical Vol./Cap. (X):	1.019
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0	0	0	1	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	83	0	221	805	1844	0	0	1920	52
Growth Adj:	1.00	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	83	0	221	805	1844	0	0	1920	52
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	0	805	1844	0	0	1920	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	0	805	1844	0	0	1920	52
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:	0	0	0	83	0	0	805	1844	0	0	1920	52
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.54	0.41	0.00	0.00	0.43	0.03
Crit Volume:				83			805				640	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.448
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	51	1066	0	21	955	60	90	4	23	0	1	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	1066	0	21	955	60	90	4	23	0	1	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	51	1066	0	21	955	60	90	4	23	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1066	0	21	955	60	90	4	23	0	1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	1066	0	21	955	60	90	4	23	0	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.15	0.85	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2729	171	1450	215	1235	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.00	0.01	0.35	0.35	0.06	0.02	0.02	0.00	0.00	0.00
Crit Volume:	51					508	90				1	
Crit Moves:	****					****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			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 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	88	5	116	44	6	0	0	752	118	165	473	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	5	116	44	6	0	0	752	118	165	473	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:	88	5	116	44	6	0	0	752	118	165	473	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	5	116	44	6	0	0	752	118	165	473	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:	88	5	116	44	6	0	0	752	118	165	473	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	0.88	0.12	0.00	1.00	1.73	0.27	1.00	1.89	0.11
Final Sat.:	1372	78	1450	1276	174	0	1450	2507	393	1450	2738	162
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.03	0.03	0.00	0.00	0.30	0.30	0.11	0.17	0.17
Crit Volume:			116		50				435	165		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100	Critical Vol./Cap. (X):	0.140
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	55	0	0	0	0	199	11	55	323	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:	6	0	55	0	0	0	0	199	11	55	323	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	55	0	0	0	0	199	11	55	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	55	0	0	0	0	199	11	55	323	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:	6	0	55	0	0	0	0	199	11	55	323	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00
Crit Volume:			55	0				99		55		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.639
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	113	1331	0	0	923	18	103	0	293	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:	113	1331	0	0	923	18	103	0	293	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	1331	0	0	923	18	103	0	293	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1331	0	0	923	18	103	0	293	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:	113	1331	0	0	923	18	103	0	293	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.44	0.00	0.00	0.31	0.01	0.07	0.00	0.20	0.00	0.00	0.00
Crit Volume:		666		0					293	0		
Crit Moves:		****		****					****			

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap. (X):	0.479
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	166	2579	0	0	1799	180
Growth Adj:	1.00	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	0	0	0	166	2579	0	0	1799	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	166	2579	0	0	1799	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	166	2579	0	0	1799	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	166	2579	0	0	1799	180
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.40	0.00	0.00	0.37	0.11
Crit Volume:	0			0			166				600	
Crit Moves:							****				****	

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap. (X):	1.075
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	514	47	0	0	122	0	0	0	1294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	514	47	0	0	122	0	0	0	1294	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	514	47	0	0	122	0	0	0	1294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	47	0	0	122	0	0	0	1294	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:	514	47	0	0	122	0	0	0	1294	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.00	0.04	0.00	0.00	0.00	0.86	0.00	0.00	0.00
Crit Volume:	257			61					1294	0		
Crit Moves:	****			****					****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3 0	1	1 0	3 0	1	1 0	1 0	1	1 0	1 0	1
Volume Module:												
Base Vol:	0	561	0	0	1416	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	561	0	0	1416	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	0	1416	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	0	1416	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	0	1416	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			472			0			0		
Crit Moves:	****			****								

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3 0	1	1 0	3 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	0	561	0	0	1416	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	561	0	0	1416	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	0	1416	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	0	1416	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	0	1416	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			472			0			0		
Crit Moves:	****			****								

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	127	249	24	733	521	161	102	1162	47	133	825	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	249	24	733	521	161	102	1162	47	133	825	211
User Adj:	1.00	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	249	24	733	521	161	102	1162	47	133	825	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	249	24	733	521	161	102	1162	47	133	825	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	127	249	24	733	521	161	102	1162	47	133	825	211
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.02	0.25	0.12	0.11	0.04	0.27	0.03	0.05	0.19	0.15
Crit Volume:		83		367				387		67		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.889
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	23	0	706	0	0	0	0	1881	14	518	1146	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:	23	0	706	0	0	0	0	1881	14	518	1146	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	0	706	0	0	0	0	1881	14	518	1146	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	0	706	0	0	0	0	1881	14	518	1146	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:	23	0	706	0	0	0	0	1881	14	518	1146	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.47	0.00	0.00	0.00	0.00	0.42	0.01	0.17	0.25	0.00
Crit Volume:			706		0			627			0	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.613
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	5	0	52	0	0	0	0	2586	1	5	1659	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:	5	0	52	0	0	0	0	2586	1	5	1659	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	52	0	0	0	0	2586	1	5	1659	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	52	0	0	0	0	2586	1	5	1659	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:	5	0	52	0	0	0	0	2586	1	5	1659	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.57	0.00	0.00	0.37	0.00
Crit Volume:			52		0			862			5	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1502	0	0	1210	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	0	0	0	0	1502	0	0	1210	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1502	0	0	1210	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1502	0	0	1210	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	0	0	0	0	1502	0	0	1210	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.38	0.00
Crit Volume:	0			0				751		0		
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0				0		0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.549
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	3	0	0	3	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	2636	0	0	1418	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	0	0	0	2636	0	0	1418	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	2636	0	0	1418	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	2636	0	0	1418	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	0	0	0	2636	0	0	1418	0	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.30	0.00
Crit Volume:	0			0				879		0		
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.270
Loss Time (sec): 0 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:	1	0	1	0	1	1	0	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	1296	32	0	943	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	0	0	0	1296	32	0	943	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	1296	32	0	943	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1296	32	0	943	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	0	0	0	1296	32	0	943	0	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.27	0.02	0.00	0.20	0.00
Crit Volume:	0			0				432		0		
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap. (X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	561	0	0	1416	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	561	0	0	1416	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	0	1416	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	0	1416	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	0	1416	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			472			0			0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.295
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	561	0	0	1416	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	561	0	0	1416	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	0	1416	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	0	1416	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	0	1416	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			472			0			0		
Crit Moves:	****			****								

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.394
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1892	0	0	923	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	0	0	0	0	1892	0	0	923	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1892	0	0	923	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1892	0	0	923	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	0	0	0	0	1892	0	0	923	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.19	0.00
Crit Volume:		0			0			631			0	
Crit Moves:								****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.538
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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	0	1	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2584	0	0	1418	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	0	0	0	0	2584	0	0	1418	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2584	0	0	1418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2584	0	0	1418	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	0	0	0	0	2584	0	0	1418	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.30	0.00
Crit Volume:	0			0			861			0		
Crit Moves:							****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap. (X):	0.549
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2636	0	0	1418	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	0	0	0	0	2636	0	0	1418	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2636	0	0	1418	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2636	0	0	1418	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	0	0	0	0	2636	0	0	1418	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.30	0.00
Crit Volume:	0			0			879			0		
Crit Moves:							****			****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec):	100	Critical Vol./Cap. (X):	0.295
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	561	0	0	1416	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	561	0	0	1416	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	0	0	1416	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	0	0	1416	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	561	0	0	1416	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			472			0			0		
Crit Moves:	****			****								

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	0	0	1	0	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.444
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	45	959	26	73	1022	55	91	15	119	103	18	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	959	26	73	1022	55	91	15	119	103	18	160
User Adj:	1.00	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	959	26	73	1022	55	91	15	119	103	18	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	959	26	73	1022	55	91	15	119	103	18	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	959	26	73	1022	55	91	15	119	103	18	160
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.02	0.05	0.23	0.04	0.06	0.01	0.08	0.07	0.01	0.11
Crit Volume:		320			73			91				160
Crit Moves:		****			****			****				****

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2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.369
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	19	916	119	121	1130	14	47	4	68	16	1	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	916	119	121	1130	14	47	4	68	16	1	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	916	119	121	1130	14	47	4	68	16	1	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	916	119	121	1130	14	47	4	68	16	1	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	916	119	121	1130	14	47	4	68	16	1	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.08	0.08	0.26	0.01	0.03	0.00	0.05	0.01	0.00	0.04
Crit Volume:		305		121			47					61
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.777
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	864	264	20	144	7	1	72	19	120	29	20
Growth Adj:	1.00	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	864	264	20	144	7	1	72	19	120	29	20
User Adj:	1.00	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:	35	864	264	20	144	7	1	72	19	120	29	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	864	264	20	144	7	1	72	19	120	29	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	864	264	20	144	7	1	72	19	120	29	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.91	0.09	0.01	0.99	1.00	0.71	0.17	0.12
Final Sat.:	1450	1450	1450	1450	2766	134	20	1430	1450	1030	249	172
Capacity Analysis Module:												
Vol/Sat:	0.02	0.60	0.18	0.01	0.05	0.05	0.05	0.05	0.01	0.12	0.12	0.12
Crit Volume:		864		20			73					169
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	9	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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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!	0	0
Volume Module:												
Base Vol:	1	366	314	1	92	135	371	374	3	17	89	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	366	314	1	92	135	371	374	3	17	89	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	366	314	1	92	135	371	374	3	17	89	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	366	314	1	92	135	371	374	3	17	89	2
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	366	314	2	92	135	371	374	3	17	89	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.00	0.99	0.01	1.00	1.96	0.04
Final Sat.:	4	1496	1500	16	1484	1500	1500	1488	12	1500	2934	66
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.21	0.06	0.06	0.09	0.25	0.25	0.25	0.01	0.03	0.03
Crit Volume:		367			1			377			46	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec):	120	Critical Vol./Cap. (X):	0.393
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	161	30	36	3	19	9	7	420	229	10	208	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	30	36	3	19	9	7	420	229	10	208	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	30	36	3	19	9	7	420	229	10	208	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	30	36	3	19	9	7	420	229	10	208	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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:	161	30	36	3	19	9	7	420	229	20	208	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.16	1.00	0.10	0.61	0.29	0.02	0.98	1.00	0.05	0.95	1.00
Final Sat.:	1349	251	1600	155	981	465	26	1574	1600	73	1527	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.02	0.02	0.02	0.02	0.27	0.27	0.14	0.14	0.14	0.00
Crit Volume:	161				31			427			10	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.458
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	4	40	44	37	23	28	99	578	9	25	208	110
Growth Adj:	1.00	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	40	44	37	23	28	99	578	9	25	208	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	40	44	37	23	28	99	578	9	25	208	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	40	44	37	23	28	99	578	9	25	208	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	40	44	37	23	28	99	578	9	25	208	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.48	0.52	1.00	0.45	0.55	1.00	0.98	0.02	1.00	0.65	0.35
Final Sat.:	1600	762	838	1600	722	878	1600	1575	25	1600	1047	553
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.03	0.03	0.06	0.37	0.37	0.02	0.20	0.20
Crit Volume:		84			37			587			25	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	6	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			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0	0	1	0
Volume Module:												
Base Vol:	11	54	421	20	25	5	20	454	17	209	218	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:	11	54	421	20	25	5	20	454	17	209	218	26
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	54	0	20	25	5	20	454	17	209	218	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	54	0	20	25	5	20	454	17	209	218	26
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	54	0	20	25	5	20	454	17	209	218	26
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.17	0.83	1.00	0.40	0.50	0.10	1.00	0.96	0.04	1.00	0.89	0.11
Final Sat.:	254	1246	1500	600	750	150	1500	1446	54	1500	1340	160
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.03	0.03	0.01	0.31	0.31	0.14	0.16	0.16
Crit Volume:		65			20			471			244	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap. (X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	234	969	29	74	786	21	64	191	325	86	139	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	969	29	74	786	21	64	191	325	86	139	45
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	234	969	29	74	786	0	64	191	0	86	139	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	969	29	74	786	0	64	191	0	86	139	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	234	969	29	74	786	0	64	191	0	86	139	45
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.02	0.05	0.27	0.00	0.04	0.13	0.00	0.06	0.10	0.03
Crit Volume:		485		74				191		86		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0	1	0 0 2
Volume Module:												
Base Vol:	0	7	1	749	20	474	665	32	7	1	29	560
Growth Adj:	1.00	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	7	1	749	20	474	665	32	7	1	29	560
User Adj:	1.00	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	7	1	749	20	474	665	32	7	1	29	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	749	20	474	665	32	7	1	29	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	749	20	474	665	32	7	1	29	560
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.89	0.09	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2825	75	1450	2739	132	29	48	1402	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.33	0.24	0.24	0.24	0.02	0.02	0.19
Crit Volume:		7		385				352		30		
Crit Moves:		****		****				****		****		

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#180 Watt Ave/Baseline Rd	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#183 West Side/ Baseline	E	xxxxx	0.935	E	xxxxx	0.935	+ 0.000 V/C
#185 Market Street/ Baseline	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
#301 Locust/Baseline	A	xxxxx	0.227	A	xxxxx	0.227	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000 V/C

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	127	249	24	733	521	161	102	1162	47	133	825	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	249	24	733	521	161	102	1162	47	133	825	211
User Adj:	1.00	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	249	24	733	521	161	102	1162	47	133	825	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	249	24	733	521	161	102	1162	47	133	825	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	127	249	24	733	521	161	102	1162	47	133	825	211
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.02	0.27	0.13	0.12	0.04	0.28	0.03	0.05	0.20	0.15
Crit Volume:		83			367			387			67	
Crit Moves:		****			****			****			****	

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.935
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	23	0	706		0	0	0		0	1881	14		518	1146	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:	23	0	706		0	0	0		0	1881	14		518	1146	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	23	0	706		0	0	0		0	1881	14		518	1146	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	23	0	706		0	0	0		0	1881	14		518	1146	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:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	25	0	706		0	0	0		0	1881	14		570	1146	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2850	4275	1425		2850	4275	1425		2850	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.50		0.00	0.00	0.00		0.00	0.44	0.01		0.20	0.27	0.00	
Crit Volume:			706			0				627				0		
Crit Moves:			****							****				****		

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City of Roseville Sierra Vista
Placer County Intersections
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market Street/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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	1	0 1	1	0	1	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5	0	52		0	0	0		0	2586	1		5	1659	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:	5	0	52		0	0	0		0	2586	1		5	1659	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	0	52		0	0	0		0	2586	1		5	1659	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	0	52		0	0	0		0	2586	1		5	1659	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:	5	0	52		0	0	0		0	2586	1		5	1659	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1425	1425	1425		1425	1425	1425		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.60	0.00		0.00	0.39	0.00	
Crit Volume:			52			0				862				5		
Crit Moves:			****							****				****		

City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.227
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	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:	0	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	27	5	36		13	1	1		2	616	14		52	838	19	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	5	36		13	1	1		2	616	14		52	838	19	
User Adj:	1.00	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:	27	5	36		13	1	1		2	616	14		52	838	19	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	5	36		13	1	1		2	616	14		52	838	19	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	27	5	36		13	1	1		2	616	14		52	838	19	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.84	0.16	1.00		0.87	0.06	0.07		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1202	223	1425		1235	95	95		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.03		0.01	0.01	0.01		0.00	0.14	0.01		0.04	0.20	0.01	
Crit Volume:	27						15		2					279		
Crit Moves:	****						****		****					****		

City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.493
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
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	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	8	1277	400		148	1595	2		9	5	20		257	1	73	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	1277	400		148	1595	2		9	5	20		257	1	73	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	1277	400		148	1595	2		9	5	20		257	1	73	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	1277	400		148	1595	2		9	5	20		257	1	73	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	1277	400		148	1595	2		9	5	20		257	1	73	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.26	0.15	0.59		1.99	0.01	2.00	
Final Sat.:	1425	4275	1425		2850	4275	1425		377	210	838		2839	11	2850	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.30	0.28		0.05	0.37	0.00		0.02	0.02	0.02		0.09	0.09	0.03	
Crit Volume:	8						532				34		129			
Crit Moves:	****						****				****		****			

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.996
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	0 1
Volume Module:												
Base Vol:	189	1416	190	56	1370	164	133	267	209	228	67	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1416	190	56	1370	164	133	267	209	228	67	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:	189	1416	190	56	1370	164	133	267	209	228	67	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1416	190	56	1370	164	133	267	209	228	67	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:	189	1416	190	56	1370	164	133	267	209	228	67	28
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.14	0.51	0.14	0.04	0.50	0.12	0.10	0.19	0.15	0.17	0.05	0.02
Crit Volume:	189			685			267			228		
Crit Moves:	****			****			****			****		

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
#309 Watt Ave/Elverta Rd	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000
#310 Walerga Rd/Elverta Rd	E	xxxxx	0.933	E	xxxxx	0.933	+ 0.000
#311 Watt Ave/Antelope Rd	F	xxxxx	1.147	F	xxxxx	1.147	+ 0.000
#312 Walerga Rd/Antelope Rd	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
#313 Watt Ave/Elkhorn	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000
#314 Walerga Rd/Elkhorn	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.833
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 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:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	261	1118	134	331	1567	479	595	555	105	347	599	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	1118	134	331	1567	479	595	555	105	347	599	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	1118	134	331	1567	479	595	555	105	347	599	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	1118	134	331	1567	479	595	555	105	347	599	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	261	1118	134	331	1567	479	595	555	105	347	599	331
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.09	0.11	0.35	0.32	0.20	0.19	0.07	0.12	0.20	0.22
Crit Volume:	131				522		298				300	
Crit Moves:	****				****		****				****	

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.933
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	75	867	301	400	1594	89	169	1188	175	339	768	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	867	301	400	1594	89	169	1188	175	339	768	506
User Adj:	1.00	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:	75	867	301	400	1594	89	169	1188	175	339	768	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	867	301	400	1594	89	169	1188	175	339	768	506
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	75	867	301	400	1594	89	169	1188	175	339	768	506
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.20	0.13	0.53	0.06	0.06	0.26	0.12	0.11	0.17	0.34
Crit Volume:	38			797			396			170		
Crit Moves:	****			****			****			****		

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.147
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	206	875	14	76	1439	261	243	330	288	274	552	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:	206	875	14	76	1439	261	243	330	288	274	552	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	875	14	76	1439	261	243	330	288	274	552	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	875	14	76	1439	261	243	330	288	274	552	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	875	14	76	1439	261	243	330	288	274	552	58
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.01	0.05	0.48	0.17	0.16	0.11	0.19	0.18	0.37	0.04
Crit Volume:	206			720			243			552		
Crit Moves:	****			****			****			****		

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	221	768	75	97	1067	314	186	287	108	145	304	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	768	75	97	1067	314	186	287	108	145	304	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	768	75	97	1067	314	186	287	108	145	304	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	768	75	97	1067	314	186	287	108	145	304	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	768	75	97	1067	314	186	287	108	145	304	14
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.45	0.55	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2180	820	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.05	0.03	0.36	0.21	0.06	0.13	0.13	0.05	0.10	0.01
Crit Volume:	111			534			198		73			
Crit Moves:	****			****			****		****			

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	168	722	94	246	1955	337	232	783	323	243	693	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	722	94	246	1955	337	232	783	323	243	693	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	722	94	246	1955	337	232	783	323	243	693	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	722	94	246	1955	337	232	783	323	243	693	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	168	722	94	246	1955	337	232	783	323	243	693	204
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.06	0.08	0.43	0.22	0.08	0.26	0.22	0.08	0.23	0.14
Crit Volume:	84			652			392		122			
Crit Moves:	****			****			****		****			

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.668
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	157	655	150		423	1108	154		36	1034	178		25	888	271	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	157	655	150		423	1108	154		36	1034	178		25	888	271	
User Adj:	1.00	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:	157	655	150		423	1108	154		36	1034	178		25	888	271	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	157	655	150		423	1108	154		36	1034	178		25	888	271	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	157	655	150		423	1108	154		36	1034	178		25	888	271	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.22	0.10		0.14	0.37	0.10		0.02	0.23	0.12		0.02	0.20	0.18	
Crit Volume:	79				554				345				25			
Crit Moves:	****				****				****				****			

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City of Roseville Sierra Vista Specific Plan
Sutter Co Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#303 Pleasent Grove N/Riego	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000
#304 Pleasent Grove S/Riego	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000
#316 SR 99 NB Off Ramp / Riego Rd	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
#317 SR 99 SB Off Ramp/Riego Rd	A	xxxxx	0.140	A	xxxxx	0.140	+ 0.000

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City of Roseville Sierra Vista Specific Plan
Sutter Co Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.658
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	322	0	2	77	958	0	0	1077	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	322	0	2	77	958	0	0	1077	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	322	0	2	77	958	0	0	1077	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	322	0	2	77	958	0	0	1077	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	322	0	2	77	958	0	0	1077	209
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.05	0.34	0.00	0.00	0.38	0.15
Crit Volume:			0	322			77				539	
Crit Moves:				****			****				****	

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City of Roseville Sierra Vista Specific Plan
Sutter Co Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.633
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	346	0	130	0	0	0	0	775	505	98	937	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:	346	0	130	0	0	0	0	775	505	98	937	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	0	130	0	0	0	0	775	505	98	937	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	130	0	0	0	0	775	505	98	937	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:	346	0	130	0	0	0	0	775	505	98	937	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.09	0.00	0.00	0.00	0.00	0.26	0.34	0.07	0.31	0.00
Crit Volume:	346				0				505	98		
Crit Moves:	****								****	****		

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City of Roseville Sierra Vista Specific Plan
Sutter Co Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	132	0	702	0	0	0	0	147	12	0	1213	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	0	702	0	0	0	0	147	12	0	1213	74
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	132	0	0	0	0	0	0	147	0	0	1213	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	0	0	0	0	0	147	0	0	1213	74
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	132	0	0	0	0	0	0	147	0	0	1213	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.40	0.05
Crit Volume:	132				0			0			607	
Crit Moves:	****						****				****	

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City of Roseville Sierra Vista Specific Plan
Sutter Co Intersections
Cumulative No Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.140
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	0	0	2	0 1	0	0	2	0 1
Volume Module:																
Base Vol:	0	0	0	1	0	23	0	175	176	0	310	1035				
Growth Adj:	1.00	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	1	0	23	0	175	176	0	310	1035				
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:	0	0	0	1	0	23	0	175	176	0	310	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	1	0	23	0	175	176	0	310	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	0	0	0	1	0	23	0	175	176	0	310	0				
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.06	0.12	0.00	0.11	0.00				
Crit Volume:	0					23			176	0						
Crit Moves:						****			****	****						

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RS24CUM_AM_SUT.OUT 10/27/2009

2025 CUMULATIVE NO PROJECT CONDITIONS
WITHOUT PLACER PARKWAY
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	F	xxxxx	1.164	F	xxxxx	1.164	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000
# 7 Blue Oaks & Fiddyment	D	xxxxx	0.813	D	xxxxx	0.813	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.462	A	xxxxx	0.462	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.025	F	xxxxx	1.025	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.150	F	xxxxx	1.150	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000
# 16 Cirby Wy & Northridge Dr	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.892	D	xxxxx	0.892	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.096	F	xxxxx	1.096	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.238	F	xxxxx	1.238	+ 0.000

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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.698	B	xxxxx	0.698	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.901	E	xxxxx	0.901	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.941	E	xxxxx	0.941	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.885	D	xxxxx	0.885	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.887	D	xxxxx	0.887	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.021	F	xxxxx	1.021	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.205	A	xxxxx	0.205	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	F	xxxxx	1.005	F	xxxxx	1.005	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.239	F	xxxxx	1.239	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	C	xxxxx	0.788	C	xxxxx	0.788	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	E	xxxxx	0.929	E	xxxxx	0.929	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.815	D	xxxxx	0.815	+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx	0.790	C	xxxxx	0.790	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.914	E	xxxxx	0.914	+ 0.000 V/C
#107 Roseville Parkway & Reserve	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	C	xxxxx	0.733	C	xxxxx	0.733	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#125 Sierra College & Secret Ravine	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	D	xxxxx	0.884	D	xxxxx	0.884	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.780	C	xxxxx	0.780	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C

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#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
#156 Fairway & Highland Park	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
#159 Washington Blvd & Industrial	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.125	A	xxxxx	0.125	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.173	A	xxxxx	0.173	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C

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#171 Roseville Pkwy & Gibson West	D	xxxxx	0.868	D	xxxxx	0.868	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.545	A	xxxxx	0.545	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.421	A	xxxxx	0.421	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.213	A	xxxxx	0.213	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	F	xxxxx	1.007	F	xxxxx	1.007	+ 0.000 V/C
#178 Watt Ave & Road A	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#179 Watt Ave & Road B	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#181 West Side Dr & Road A		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#182 West Side Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	D	xxxxx	0.829	D	xxxxx	0.829	+ 0.000 V/C
#184 Market St & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#185 Market St & Baseline Rd	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C
#187 Upland Dr & Road B		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.320	A	xxxxx	0.320	+ 0.000 V/C
#190 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#191 Road B & SV NS Coll 3		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#192 Road B & SV NS Coll 5		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#195 Road B & SV NS Coll 2		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#197 Baseline Rd & SV CC2	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.569	A	xxxxx	0.569	+ 0.000 V/C
#199 Baseline Rd & SV CC4	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
#200 Watt Ave & Road C	A	xxxxx	0.329	A	xxxxx	0.329	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One	A	xxxxx	0.482	A	xxxxx	0.482	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.921	E	xxxxx	0.921	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	16	1	23	64	4	18	20	1096	45	11	1038	169
Growth Adj:	1.00	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	1	23	64	4	18	20	1096	45	11	1038	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	23	64	4	18	20	1096	45	11	1038	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	23	64	4	18	20	1096	45	11	1038	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	23	64	4	18	20	1096	45	11	1038	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	1450	60	1390	1365	85	1450	1450	2786	114	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.39	0.39	0.01	0.36	0.12
Crit Volume:			24		68			571		11		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.767
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	84	0	682	0	0	0	0	938	241	320	1300	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	0	682	0	0	0	0	938	241	320	1300	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	0	682	0	0	0	0	938	241	320	1300	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	682	0	0	0	0	938	241	320	1300	1
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:	84	0	682	0	0	0	0	938	241	320	1300	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.45	0.00	0.00	0.00	0.00	0.31	0.16	0.21	0.43	0.43
Crit Volume:			682	0				469		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.648
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	382	0	213	112	820	0	0	957	405
Growth Adj:	1.00	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	382	0	213	112	820	0	0	957	405
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	382	0	213	112	820	0	0	957	405
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	382	0	213	112	820	0	0	957	405
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	382	0	213	112	820	0	0	957	405
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.14	0.07	0.27	0.00	0.00	0.32	0.27
Crit Volume:				0			382			112		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	1.164
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	22	1214	358	79	1585	1257	1240	1166	12	493	1587	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1214	358	79	1585	1257	1240	1166	12	493	1587	256
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1214	358	79	1585	0	1240	1166	12	493	1587	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1214	358	79	1585	0	1240	1166	12	493	1587	256
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:	22	1214	358	79	1585	0	1240	1166	12	493	1587	256
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.25	0.03	0.36	0.00	0.43	0.27	0.01	0.17	0.36	0.18
Crit Volume:	11			528			620			529		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.747
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	383	0	60	63	1202	0	0	2022	326
Growth Adj:	1.00	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	383	0	60	63	1202	0	0	2022	326
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	383	0	60	63	1202	0	0	2022	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	383	0	60	63	1202	0	0	2022	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	383	0	60	63	1202	0	0	2022	326
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.04	0.04	0.27	0.00	0.00	0.45	0.22
Crit Volume:				383			63			674		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.480
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	43	0	75	0	0	0	0	1142	44	211	2029	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:	43	0	75	0	0	0	0	1142	44	211	2029	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	43	0	75	0	0	0	0	1142	44	211	2029	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	75	0	0	0	0	1142	44	211	2029	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	43	0	75	0	0	0	0	1142	44	211	2029	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.25	0.03	0.14	0.45	0.00
Crit Volume:	43			0			0			676		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.813
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0
Volume Module:												
Base Vol:	221	1042	387	152	1257	83	65	595	51	334	932	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1042	387	152	1257	83	65	595	51	334	932	407
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	221	1042	0	152	1257	83	65	595	0	334	932	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1042	0	152	1257	83	65	595	0	334	932	407
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	221	1042	0	152	1257	83	65	595	0	334	932	407
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.36	0.00	0.05	0.43	0.06	0.02	0.14	0.00	0.12	0.21	0.28
Crit Volume:	111			629			33			407		
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	201	0	26	26	2255	0	0	3179	336
Growth Adj:	1.00	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	201	0	26	26	2255	0	0	3179	336
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	201	0	26	26	2255	0	0	3179	336
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	201	0	26	26	2255	0	0	3179	336
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	201	0	26	26	2255	0	0	3179	336
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.02	0.38	0.00	0.00	0.53	0.22
Crit Volume:		0		201			26				795	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.462
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	122	0	1	1	1105	1	0	1710	200
Growth Adj:	1.00	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	122	0	1	1	1105	1	0	1710	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	1	1	1105	1	0	1710	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	1	1	1105	1	0	1710	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	122	0	1	1	1105	1	0	1710	200
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.25	0.00	0.00	0.38	0.13
Crit Volume:		0		122			1				570	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.743
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	30	17	58	310	23	225	80	1347	32	47	2067	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	17	58	310	23	225	80	1347	32	47	2067	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	17	58	310	23	225	80	1347	32	47	2067	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	17	58	310	23	225	80	1347	32	47	2067	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	17	58	310	23	225	80	1347	32	47	2067	320
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.11	0.08	0.81	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1611	120	1169	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.04	0.19	0.19	0.19	0.06	0.31	0.02	0.03	0.48	0.22
Crit Volume:	30			279			80			689		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	930	699	340	480	791	260	136	1701	568	70	2266	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	930	699	340	480	791	260	136	1701	568	70	2266	354
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	930	699	0	480	791	260	136	1701	568	70	2266	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	930	699	0	480	791	260	136	1701	568	70	2266	354
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	930	699	0	480	791	260	136	1701	568	70	2266	354
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.24	0.00	0.17	0.18	0.18	0.05	0.29	0.39	0.02	0.39	0.24
Crit Volume:		350			240			68			567	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.843
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 145 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:		Ovl			Ovl			Ovl			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:	2	0	2 0	1	2	0	2 0	1	2	0	4 0	1
Volume Module:												
Base Vol:	336	376	326	213	673	30	80	1431	246	720	1893	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	376	326	213	673	30	80	1431	246	720	1893	409
User Adj:	1.00	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:	336	376	326	213	673	30	80	1431	246	720	1893	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	376	326	213	673	30	80	1431	246	720	1893	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	336	376	326	213	673	30	80	1431	246	720	1893	409
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.22	0.07	0.23	0.02	0.03	0.25	0.17	0.25	0.33	0.28
Crit Volume:	168			337			358			360		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0	2 0	1	2	0	3 0	1	2	0	2 0	1
Volume Module:												
Base Vol:	777	1040	204	246	1465	251	375	803	603	417	658	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:	777	1040	204	246	1465	251	375	803	603	417	658	139
User Adj:	1.00	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:	777	1040	204	246	1465	251	375	803	603	417	658	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	777	1040	204	246	1465	251	375	803	603	417	658	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	777	1040	204	246	1465	251	375	803	603	417	658	139
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.36	0.14	0.08	0.34	0.17	0.13	0.28	0.42	0.14	0.23	0.10
Crit Volume:	389			488			402			209		
Crit Moves:	****			****			****			****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	1.150
Loss Time (sec):	9	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			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	736	453	2053	627	0	0	0	0	661	0	2229
Growth Adj:	1.00	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	736	453	2053	627	0	0	0	0	661	0	2229
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	736	0	2053	627	0	0	0	0	661	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	736	0	2053	627	0	0	0	0	661	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	736	0	2053	627	0	0	0	0	661	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.68	0.42	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Volume:		368		1027				0		331		
Crit Moves:		****		****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.633
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	260	0	0	0	0	2245	9	397	2483	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	260	0	0	0	0	2245	9	397	2483	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2245	9	397	2483	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2245	9	397	2483	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2245	9	397	2483	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.13	0.55	0.00
Crit Volume:	0			0				751		199		
Crit Moves:								****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.878
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	6	1	11	13	1	10	14	2214	9	15	2432	23
Growth Adj:	1.00	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	1	11	13	1	10	14	2214	9	15	2432	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	1	11	13	1	10	14	2214	9	15	2432	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	11	13	1	10	14	2214	9	15	2432	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	1	11	13	1	10	14	2214	9	15	2432	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.06	0.61	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	483	81	886	1346	104	1450	1450	2888	12	1450	2873	27
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.77	0.77	0.01	0.85	0.85
Crit Volume:			18		14		14					1228
Crit Moves:			****		****		****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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:	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	0	1! 0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	8	17	52	193	141	193	59	1047	41	167	1106	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	17	52	193	141	193	59	1047	41	167	1106	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	17	52	193	141	193	59	1047	41	167	1106	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	17	52	193	141	193	59	1047	41	167	1106	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	17	52	193	141	193	59	1047	41	167	1106	19
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.22	0.68	0.58	0.42	1.00	1.00	1.92	0.08	1.00	1.97	0.03
Final Sat.:	156	331	1013	867	633	1500	1500	2887	113	1500	2949	51
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.22	0.22	0.13	0.04	0.36	0.36	0.11	0.38	0.37
Crit Volume:	8				334				544	167		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.892
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	50	3	463	5	7	4	44	1638	221	325	1453	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	3	463	5	7	4	44	1638	221	325	1453	3
User Adj:	1.00	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:	50	3	463	5	7	4	44	1638	221	325	1453	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	3	463	5	7	4	44	1638	221	325	1453	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	3	463	5	7	4	44	1638	221	325	1453	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1368	82	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.56	0.15	0.11	0.50	0.50
Crit Volume:			463		12			819		0		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.523
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	30	1018	7	11	1296	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	30	1018	7	11	1296	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:	23	1	17	26	0	13	30	1018	7	11	1296	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	30	1018	7	11	1296	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:	23	1	17	26	0	13	30	1018	7	11	1296	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2880	20	1450	2839	61
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.35	0.35	0.01	0.46	0.46
Crit Volume:			41		26			30			662	
Crit Moves:			****		****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.096
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 2	2	0 2	0 1
Volume Module:												
Base Vol:	1193	448	319	331	838	241	206	1282	1255	77	1220	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1193	448	319	331	838	241	206	1282	1255	77	1220	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1193	448	319	331	838	241	206	1282	1255	77	1220	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1193	448	319	331	838	241	206	1282	1255	77	1220	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1193	448	319	331	838	241	206	1282	1255	77	1220	217
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.15	0.22	0.11	0.19	0.17	0.07	0.29	0.43	0.03	0.42	0.15
Crit Volume:	597			279			103				610	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0 0	0 0	1	1 0	0 1	1	1 0	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	695	0	778	514	404	0	0	575	389
Growth Adj:	1.00	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	695	0	778	514	404	0	0	575	389
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	695	0	0	514	404	0	0	575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	695	0	0	514	404	0	0	575	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	695	0	0	514	404	0	0	575	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.68	1.32	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2520	1980	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.20	0.20	0.00	0.00	0.19	0.00
Crit Volume:				0			348				288	
Crit Moves:				****			****				****	

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Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	114	0	43		0	0	0		0	1668	438		108	1661	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:	114	0	43		0	0	0		0	1668	438		108	1661	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	114	0	43		0	0	0		0	1668	438		108	1661	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	114	0	43		0	0	0		0	1668	438		108	1661	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:	114	0	43		0	0	0		0	1668	438		108	1661	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.38	0.62		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3564	936		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.00	0.03		0.00	0.00	0.00		0.00	0.47	0.47		0.07	0.55	0.00	
Crit Volume:	114						0			0				831		
Crit Moves:	****								****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.238
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	47	101	101		79	74	627		342	2170	25		59	2241	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	47	101	101		79	74	627		342	2170	25		59	2241	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	47	101	101		79	74	627		342	2170	25		59	2241	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	47	101	101		79	74	627		342	2170	25		59	2241	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:	47	101	101		79	74	627		342	2170	25		59	2241	63	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.98	0.02		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2867	33		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07		0.03	0.05	0.43		0.12	0.76	0.76		0.02	0.77	0.04	
Crit Volume:	47						627		0					1121		
Crit Moves:	****						****		****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120			Critical Vol./Cap. (X):			0.667								
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	69			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			Ovl			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:	2	0 2	1 0	3	0 2	1 0	2	0 3	0 1	2	0 3	0 1			
Volume Module:															
Base Vol:	434	771	21	686	706	68	150	1096	267	64	1200	572			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	434	771	21	686	706	68	150	1096	267	64	1200	572			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	434	771	21	686	706	68	150	1096	267	64	1200	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	434	771	21	686	706	68	150	1096	267	64	1200	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00			
FinalVolume:	434	771	21	686	706	68	150	1096	267	64	1200	0			
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	2.92	0.08	3.00	2.74	0.26	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	2900	4235	115	4350	3968	382	2900	4350	1450	2900	4350	1450			
Capacity Analysis Module:															
Vol/Sat:	0.15	0.18	0.18	0.16	0.18	0.18	0.05	0.25	0.18	0.02	0.28	0.00			
Crit Volume:		264			229			75			400				
Crit Moves:		****			****			****			****				

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120			Critical Vol./Cap. (X):			0.817								
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	125			Level Of Service:			D								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Protected			Protected					
Rights:	Ovl			Ovl			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1			
Volume Module:															
Base Vol:	291	554	137	290	1034	255	242	1143	188	201	1721	186			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	291	554	137	290	1034	255	242	1143	188	201	1721	186			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
PHF Volume:	291	554	137	290	1034	255	242	1143	0	201	1721	0			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	291	554	137	290	1034	255	242	1143	0	201	1721	0			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00			
FinalVolume:	291	554	137	290	1034	255	242	1143	0	201	1721	0			
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00			
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450			
Capacity Analysis Module:															
Vol/Sat:	0.10	0.13	0.09	0.10	0.24	0.18	0.08	0.26	0.00	0.07	0.40	0.00			
Crit Volume:	146				345			121			574				
Crit Moves:	****				****			****			****				

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.698
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	89	64	79	129	92	165	133	1466	61	158	2039		86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	89	64	79	129	92	165	133	1466	61	158	2039		86	
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:	89	64	79	129	92	165	133	1466	61	158	2039		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	89	64	79	129	92	165	133	1466	61	158	2039		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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00	
FinalVolume:	89	64	79	129	92	165	133	1466	61	158	2039		0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.00	1.00	1.00	1.17	0.83	1.00	1.00	2.88	0.12	1.00	3.00		1.00	
Final Sat.:	1450	1450	1450	1693	1207	1450	1450	4176	174	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.06	0.04	0.05	0.08	0.08	0.11	0.09	0.35	0.35	0.11	0.47		0.00	
Crit Volume:	89			111			133				680			
Crit Moves:	****			****			****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:	Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	125	59	41	215	83	14	35	1494	130	53	2054		123	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	125	59	41	215	83	14	35	1494	130	53	2054		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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	125	59	41	215	83	14	35	1494	130	53	2054		123	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	125	59	41	215	83	14	35	1494	130	53	2054		123	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
FinalVolume:	125	59	41	215	83	14	35	1494	130	53	2054		123	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.12	0.52	0.36	1.38	0.53	0.09	1.00	3.00	1.00	1.00	3.00		1.00	
Final Sat.:	1611	760	528	1998	771	130	1450	4350	1450	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.34	0.09	0.04	0.47		0.08	
Crit Volume:		113			156		35				685			
Crit Moves:		****			****		****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.901
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	422	423	262	241	842	577	360	1481	255	179	1987	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	423	262	241	842	577	360	1481	255	179	1987	85
User Adj:	1.00	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:	422	423	262	241	842	577	360	1481	255	179	1987	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	423	262	241	842	577	360	1481	255	179	1987	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	422	423	262	241	842	577	360	1481	255	179	1987	85
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.84	0.16
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5562	238
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.18	0.08	0.19	0.40	0.12	0.34	0.18	0.06	0.36	0.36
Crit Volume:	211					577	0				518	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.684
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	134	2	50	101	2	74	42	1462	136	74	2142	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	2	50	101	2	74	42	1462	136	74	2142	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2	50	101	2	74	42	1462	136	74	2142	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2	50	101	2	74	42	1462	136	74	2142	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	2	50	101	2	74	42	1462	136	74	2142	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.74	0.26	1.00	2.99	0.01
Final Sat.:	1450	56	1394	1450	38	1412	1450	3980	370	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.49	0.49
Crit Volume:	134			101			42				715	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.745
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	151	700	40	741	875	89	141	1183	359	120	1588	881
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	700	40	741	875	89	141	1183	359	120	1588	881
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:	151	700	40	741	875	89	141	1183	359	120	1588	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	700	40	741	875	89	141	1183	359	120	1588	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	151	700	40	741	875	89	141	1183	359	120	1588	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.17	0.20	0.06	0.05	0.27	0.25	0.04	0.37	0.00
Crit Volume:		233		247			71				529	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.614
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			Ovl			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!	0 0	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	4	9	412	5	71	52	1070	0	11	1034	193
Growth Adj:	1.00	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	4	9	412	5	71	52	1070	0	11	1034	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:	3	4	9	412	5	71	52	1070	0	11	1034	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	412	5	71	52	1070	0	11	1034	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:	3	4	9	412	5	71	52	1070	0	11	1034	193
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.69	0.31
Final Sat.:	272	363	816	2865	35	1450	1450	2900	0	1450	2444	456
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.04	0.37	0.00	0.01	0.42	0.42
Crit Volume:		16		208			52				614	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.941
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	34	26	83	1066	27	273	275	1158	20	66	1019	512
Growth Adj:	1.00	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	26	83	1066	27	273	275	1158	20	66	1019	512
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	26	0	1066	27	273	275	1158	20	66	1019	512
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	26	0	1066	27	273	275	1158	20	66	1019	512
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	26	0	1066	27	273	275	1158	20	66	1019	512
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2851	49	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.38	0.38	0.19	0.19	0.41	0.41	0.05	0.35	0.35
Crit Volume:	34			547			275				510	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.501
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1! 0	0	1	0 1! 0	0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	458	0	30	1	470	0	0	507	363
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	458	0	30	1	470	0	0	507	363
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	458	0	30	1	470	0	0	507	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	458	0	30	1	470	0	0	507	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	458	0	30	2	470	0	0	507	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.88	0.00	0.12	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2816	0	184	13	2987	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.34	0.00
Crit Volume:		0		244			1				507	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.487
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	35	0	157	0	0	0	0	963	62	183	899	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:	35	0	157	0	0	0	0	963	62	183	899	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	157	0	0	0	0	963	62	183	899	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	157	0	0	0	0	963	62	183	899	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:	35	0	157	0	0	0	0	963	62	183	899	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2819	181	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.30	0.00
Crit Volume:	35				0				513	183		
Crit Moves:	****								****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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!	0	0	1	0	0	1	0	0	0
Volume Module:												
Base Vol:	13	0	10	83	7	15	0	948	20	18	842	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:	13	0	10	83	7	15	0	948	20	18	842	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	83	7	15	0	948	20	18	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	83	7	15	0	948	20	18	842	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:	13	0	10	83	7	15	0	948	20	18	842	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.32	0.68	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	461	989	0	2840	60	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.06	0.02	0.02	0.00	0.33	0.33	0.01	0.29	0.00
Crit Volume:				23		83			484	18		
Crit Moves:				****		****			****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 175 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	528	773	235	212	838	122	198	1673	608	321	1450	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	773	235	212	838	122	198	1673	608	321	1450	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	528	773	235	212	838	122	198	1673	608	321	1450	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	528	773	235	212	838	122	198	1673	608	321	1450	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	528	773	235	212	838	122	198	1673	608	321	1450	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.16	0.07	0.19	0.08	0.07	0.38	0.42	0.11	0.33	0.00
Crit Volume:	264			279			558			161		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	198	1435	74	129	1281	88	47	166	139	46	226	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	1435	74	129	1281	88	47	166	139	46	226	188
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	198	1435	0	129	1281	0	47	166	0	46	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	1435	0	129	1281	0	47	166	0	46	226	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	198	1435	0	129	1281	0	47	166	0	46	226	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.09	0.29	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	198			427			47			113		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.764
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	542	535	224	154	543	222	320	1905	484	181	2343	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	542	535	224	154	543	222	320	1905	484	181	2343	57
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	542	535	0	154	543	0	320	1905	0	181	2343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	535	0	154	543	0	320	1905	0	181	2343	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	542	535	0	154	543	0	320	1905	0	181	2343	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.05	0.12	0.00	0.11	0.44	0.00	0.06	0.40	0.00
Crit Volume:	181				181			160			586	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.738
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1632		55	171	1486	362	390	367	32	126	320	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1632		55	171	1486	362	390	367	32	126	320	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1632	0	171	1486	0	390	367	0	126	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1632	0	171	1486	0	390	367	0	126	320	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1632	0	171	1486	0	390	367	0	126	320	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.00	0.12	0.34	0.00	0.13	0.13	0.00	0.09	0.11	0.00
Crit Volume:		544			171			195			160	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.467
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	19	0	40	9	2	2	29	1137	20	48	698	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	0	40	9	2	2	29	1137	20	48	698	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	40	9	2	2	29	1137	20	48	698	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	40	9	2	2	29	1137	20	48	698	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	0	40	9	2	2	29	1137	20	48	698	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.82	0.18	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1186	264	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.40	0.40	0.03	0.24	0.02
Crit Volume:			40		11			579		48		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap. (X): 0.411
Loss Time (sec): 12 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:	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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	953	34	79	1118	11	11	1	3	11	1	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:	5	953	34	79	1118	11	11	1	3	11	1	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:	5	953	34	79	1118	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	953	34	79	1118	11	11	1	3	11	1	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:	5	953	34	79	1118	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2800	100	1450	2872	28	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.05	0.39	0.39	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:			494		79			11			12	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:		Ovl			Ovl			Ovl			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	1	0 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	211	25	51	27	11	72	118	912	131	188	952	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	25	51	27	11	72	118	912	131	188	952	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	25	51	27	11	72	118	912	131	188	952	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	25	51	27	11	72	118	912	131	188	952	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	25	51	27	11	72	118	912	131	188	952	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.79	0.21	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2593	307	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.08	0.31	0.09	0.13	0.33	0.02
Crit Volume:	118			27			456			188		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.503
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	86	839	58	26	985	92	147	2	121	15	1	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	839	58	26	985	92	147	2	121	15	1	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	839	58	26	985	92	147	2	121	15	1	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	839	58	26	985	92	147	2	121	15	1	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	839	58	26	985	92	147	2	121	15	1	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2861	39	1450	1450	48	1402
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.02	0.34	0.06	0.05	0.05	0.08	0.01	0.02	0.02
Crit Volume:	86			493			121		30			
Crit Moves:	****			****			****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	496	9	21	73	11	17	19	583	329	31	542	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:	496	9	21	73	11	17	19	583	329	31	542	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	9	21	73	11	17	19	583	329	31	542	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	9	21	73	11	17	19	583	329	31	542	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	9	21	73	11	17	19	583	329	31	542	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2848	52	1450	1260	190	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.01	0.06	0.06	0.01	0.01	0.20	0.23	0.02	0.19	0.04
Crit Volume:	253			84				292		31		
Crit Moves:	****			****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	84	2	40	6	2	84	70	900	70	50	1032	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	2	40	6	2	84	70	900	70	50	1032	3
User Adj:	1.00	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:	84	2	40	6	2	84	70	900	70	50	1032	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	2	40	6	2	84	70	900	70	50	1032	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	84	2	40	6	2	84	70	900	70	50	1032	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1416	34	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.31	0.05	0.03	0.36	0.00
Crit Volume:		86				84	70				516	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.481
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	121	2	49	29	2	6	36	1051	71	74	917	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	2	49	29	2	6	36	1051	71	74	917	19
User Adj:	1.00	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:	121	2	49	29	2	6	36	1051	71	74	917	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	2	49	29	2	6	36	1051	71	74	917	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	121	2	49	29	2	6	36	1051	71	74	917	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.79	0.05	0.16	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2853	47	1450	1136	78	235	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.03	0.03	0.03	0.02	0.36	0.05	0.05	0.32	0.01
Crit Volume:	61					37		526		74		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.684
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	19	1377	59	88	1372	149	118	33	8	52	97	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1377	59	88	1372	149	118	33	8	52	97	143
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1377	59	88	1372	0	118	33	8	52	97	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1377	59	88	1372	0	118	33	8	52	97	143
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:	19	1377	59	88	1372	0	118	33	8	52	97	143
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.04	0.06	0.47	0.00	0.08	0.02	0.01	0.04	0.07	0.10
Crit Volume:		689			88		118				97	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	134	959	170	104	1380	239	73	11	35	124	23	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	959	170	104	1380	239	73	11	35	124	23	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	959	170	104	1380	239	73	11	35	124	23	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	959	170	104	1380	239	73	11	35	124	23	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	134	959	170	104	1380	239	73	11	35	124	23	94
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.33	0.12	0.07	0.48	0.16	0.05	0.01	0.02	0.09	0.02	0.06
Crit Volume:	134				690			11		124		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap. (X): 0.629
Loss Time (sec): 9 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			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	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	73	1609	0	0	1516	111	51	0	113	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:	73	1609	0	0	1516	111	51	0	113	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1609	0	0	1516	111	51	0	113	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1609	0	0	1516	111	51	0	113	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:	73	1609	0	0	1516	111	51	0	113	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.00	0.00	0.51	0.07	0.03	0.00	0.08	0.00	0.00	0.00
Crit Volume:	73				758				113	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.817
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	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:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	771	1538	69	121	1894	239	308	449	436	69	514	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	771	1538	69	121	1894	239	308	449	436	69	514	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	771	1538	69	121	1894	239	308	449	436	69	514	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	771	1538	69	121	1894	239	308	449	436	69	514	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:	771	1538	69	121	1894	239	308	449	436	69	514	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.35	0.05	0.08	0.33	0.16	0.11	0.15	0.30	0.05	0.12	0.04
Crit Volume:	386			474			154			171		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	19	815	372	23	1947	59	21	8	57	167	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	815	372	23	1947	59	21	8	57	167	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	815	372	23	1947	59	21	8	57	167	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	815	372	23	1947	59	21	8	57	167	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	815	372	23	1947	59	21	8	57	167	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.06	0.94	1.00	2.91	0.09	0.72	0.28	1.00	1.96	0.04	1.00
Final Sat.:	1450	2987	1363	1450	4222	128	1050	400	1450	2849	51	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.27	0.27	0.02	0.46	0.46	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0			669			57		85			
Crit Moves:	****			****			****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.657
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				Ignore				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	3	0 1	1	0	3	0 1	1	1	0	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	102	1458		64	35	1225		170	486		5	320	186		5	93
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	102	1458		64	35	1225		170	486		5	320	186		5	93
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	102	1458		64	35	1225		170	486		5	0	186		5	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	102	1458		64	35	1225		170	486		5	0	186		5	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	0.00	1.00		1.00	0.00
FinalVolume:	102	1458		64	35	1225		170	486		5	0	186		5	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.98		0.02	1.00	1.00		1.00	1.00
Final Sat.:	1450	4350		1450	1450	4350		1450	2870		30	1450	1450		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.07	0.34		0.04	0.02	0.28		0.12	0.17		0.17	0.00	0.13		0.00	0.00
Crit Volume:		486				35				246				186		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.527
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ignore				Ignore				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:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2304		61	0	2259		0	0		0	0	22		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	2304		61	0	2259		0	0		0	0	22		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	0.00
PHF Volume:	0	2304		61	0	2259		0	0		0	0	22		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	2304		61	0	2259		0	0		0	0	22		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		0.00	1.00		1.00	0.00	1.00		1.00	0.00
FinalVolume:	0	2304		61	0	2259		0	0		0	0	22		0	0
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	3.00		1.00	1.00	3.00		0.00	0.00		0.00	0.00	1.00		0.00	1.00
Final Sat.:	0	4500		1500	1500	4500		0	0		0	0	1500		0	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.51		0.04	0.00	0.50		0.00	0.00		0.00	0.00	0.01		0.00	0.00
Crit Volume:		768				0				0				22		
Crit Moves:		****				****								****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.817
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	24	640	388	619	1256	3	70	426	201	570	147	819
Growth Adj:	1.00	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	640	388	619	1256	3	70	426	201	570	147	819
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	24	640	388	619	1256	0	70	426	0	570	147	819
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	640	388	619	1256	0	70	426	0	570	147	819
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	24	640	388	619	1256	0	70	426	0	570	147	819
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.27	0.21	0.43	0.00	0.02	0.15	0.00	0.13	0.10	0.56
Crit Volume:	12			628			35					819
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.528
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	4	956	38	65	1987	0	15	2	1	142	2	182
Growth Adj:	1.00	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	956	38	65	1987	0	15	2	1	142	2	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	956	38	65	1987	0	15	2	1	142	2	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	956	38	65	1987	0	15	2	1	142	2	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	956	38	65	1987	0	15	2	1	142	2	182
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.76	0.24	1.00	1.97	0.03	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2647	353	1500	2958	42	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.03	0.04	0.44	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			662			9					182
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.792
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 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:	Ignore			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	252	1546	117	339	1819	313	220	294	196	302	919	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	252	1546	117	339	1819	313	220	294	196	302	919	182
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	1546	0	339	1819	0	220	294	196	302	919	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	1546	0	339	1819	0	220	294	196	302	919	182
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	1546	0	339	1819	0	220	294	196	302	919	182
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.36	0.00	0.12	0.42	0.00	0.08	0.10	0.14	0.10	0.21	0.13
Crit Volume:	126			606			110			306		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.885
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	275	1660	92	19	2311	137	96	16	107	65	15	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:	275	1660	92	19	2311	137	96	16	107	65	15	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	1660	92	19	2311	137	96	16	107	65	15	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	1660	92	19	2311	137	96	16	107	65	15	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	275	1660	92	19	2311	137	96	16	107	65	15	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.84	0.16	1.00	2.83	0.17	0.86	0.14	1.00	0.81	0.19	1.00
Final Sat.:	1450	4122	228	1450	4107	243	1243	207	1450	1178	272	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.40	0.40	0.01	0.56	0.56	0.08	0.08	0.07	0.06	0.06	0.02
Crit Volume:	275			816			112			80		
Crit Moves:	****			****			****			****		

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.887
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	341	833	725	207	1652	397	328	1222	110	779	1615	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	833	725	207	1652	397	328	1222	110	779	1615	130
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	341	833	0	207	1652	0	328	1222	0	779	1615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	833	0	207	1652	0	328	1222	0	779	1615	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	341	833	0	207	1652	0	328	1222	0	779	1615	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.00	0.07	0.28	0.00	0.11	0.28	0.00	0.18	0.37	0.00
Crit Volume:	171			413			164			538		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.642
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	44	2037	40	26	2303	50	33	0	23	22	0	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:	44	2037	40	26	2303	50	33	0	23	22	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	2037	40	26	2303	50	33	0	23	22	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	2037	40	26	2303	50	33	0	23	22	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	2037	40	26	2303	50	33	0	23	22	0	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.94	0.06	0.59	0.00	0.41	0.48	0.00	0.52
Final Sat.:	1450	4266	84	1450	4258	92	854	0	596	693	0	757
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.48	0.02	0.54	0.54	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44			784			56			46		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	203	2354	65	75	2213	104	96	80	147	185	312	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	2354	65	75	2213	104	96	80	147	185	312	122
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	203	2354	0	75	2213	104	96	80	147	185	312	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	2354	0	75	2213	104	96	80	147	185	312	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	203	2354	0	75	2213	104	96	80	147	185	312	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4155	195	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.00	0.03	0.53	0.53	0.07	0.03	0.10	0.06	0.11	0.00
Crit Volume:	102					772	96				156	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	71	1866	151	303	1865	154	254	55	123	300	68	247
Growth Adj:	1.00	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	1866	151	303	1865	154	254	55	123	300	68	247
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	1866	0	303	1865	154	254	55	0	300	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1866	0	303	1865	154	254	55	0	300	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	1866	0	303	1865	154	254	55	0	300	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.00	0.10	0.43	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		622			152		85			100		
Crit Moves:		****			****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	183	1596	1	15	1934	232	84	0	135	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1596	1	15	1934	232	84	0	135	2	1	1
User Adj:	1.00	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	1596	1	15	1934	232	84	0	135	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1596	1	15	1934	232	84	0	135	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	183	1596	1	15	1934	232	84	0	135	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.55	0.55	0.01	0.67	0.16	0.06	0.00	0.09	0.00	0.00	0.00
Crit Volume:	183				967		84				3	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.021
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	614	878	31	1129	940	311	616	1637	833	221	2012	655
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	614	878	31	1129	940	311	616	1637	833	221	2012	655
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	614	878	0	1129	940	0	616	1637	0	221	2012	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	614	878	0	1129	940	0	616	1637	0	221	2012	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	614	878	0	1129	940	0	616	1637	0	221	2012	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.00	0.26	0.22	0.00	0.21	0.28	0.00	0.08	0.35	0.00
Crit Volume:		293			376			308			503	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	143	1215	4	11	1588	446	490	3	156	13	17	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1215	4	11	1588	446	490	3	156	13	17	20
User Adj:	1.00	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:	143	1215	4	11	1588	446	490	3	156	13	17	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1215	4	11	1588	446	490	3	156	13	17	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	143	1215	4	11	1588	446	490	3	156	13	17	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	27	1423	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.55	0.31	0.17	0.11	0.11	0.01	0.01	0.01
Crit Volume:	72			794			245			17		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	67	825	0	43	1218	231	214	16	60	18	3	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	825	0	43	1218	231	214	16	60	18	3	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	825	0	43	1218	231	214	16	60	18	3	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	825	0	43	1218	231	214	16	60	18	3	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	825	0	43	1218	231	214	16	60	18	3	59
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.68	0.32	1.48	0.11	0.41	0.86	0.14	1.00
Final Sat.:	1450	2900	0	1450	2438	462	2140	160	600	1243	207	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.03	0.50	0.50	0.10	0.10	0.10	0.01	0.01	0.04
Crit Volume:	67						725		145			59
Crit Moves:	****						****		****			****

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.781
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	690	405	907	852	0	0	0	0	625	0	639
Growth Adj:	1.00	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	690	405	907	852	0	0	0	0	625	0	639
User Adj:	1.00	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	690	405	907	852	0	0	0	0	625	0	639
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	405	907	852	0	0	0	0	625	0	639
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	690	405	907	852	0	0	0	0	625	0	639
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.27	0.30	0.28	0.00	0.00	0.00	0.00	0.21	0.00	0.43
Crit Volume:			405	454			0			313		
Crit Moves:			****	****						****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	89	719	39	25	1098	104	122	16	77	104	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	719	39	25	1098	104	122	16	77	104	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	719	39	25	1098	104	122	16	77	104	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	719	39	25	1098	104	122	16	77	104	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	719	39	25	1098	104	122	16	77	104	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.83	0.17	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2846	154	1500	2740	260	1326	174	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	89				601			138		104		
Crit Moves:	****				****			****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.509
Loss Time (sec): 9 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:	Ovl				Ovl				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	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	4	8	9		129	11	221		39	423	6		22	1078	239	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	4	8	9		129	11	221		39	423	6		22	1078	239	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	4	8	9		129	11	221		39	423	6		22	1078	239	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	4	8	9		129	11	221		39	423	6		22	1078	239	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	4	8	9		129	11	221		39	423	6		22	1078	239	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.33	0.67	1.00		0.92	0.08	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	500	1000	1500		1382	118	1500		1500	3000	1500		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.09	0.09	0.15		0.03	0.14	0.00		0.01	0.36	0.16	
Crit Volume:	4						221		0					539		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.413
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	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:	0	1	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	36	0	73		0	0	0		0	601	32		218	1166	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:	36	0	73		0	0	0		0	601	32		218	1166	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	36	0	73		0	0	0		0	601	32		218	1166	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	36	0	73		0	0	0		0	601	32		218	1166	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:	36	0	73		0	0	0		0	601	32		218	1166	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.05		0.00	0.00	0.00		0.00	0.20	0.02		0.15	0.39	0.00	
Crit Volume:	36						0		0					583		
Crit Moves:	****								****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	209	0	1077	481	1131	0	0	1239	104
Growth Adj:	1.00	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	209	0	1077	481	1131	0	0	1239	104
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	209	0	1077	481	1131	0	0	1239	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	209	0	1077	481	1131	0	0	1239	104
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	209	0	1077	481	1131	0	0	1239	104
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.36	0.16	0.38	0.00	0.00	0.41	0.07
Crit Volume:	0					539	0				620	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.730
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	205	187	57	41	289	68	27	315	145	43	892	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	187	57	41	289	68	27	315	145	43	892	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	205	187	57	41	289	68	27	315	145	43	892	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	187	57	41	289	68	27	315	145	43	892	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	205	187	57	41	289	68	27	315	145	43	892	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.77	0.23	1.00	0.81	0.19	1.00	1.37	0.63	1.00	1.90	0.10
Final Sat.:	1450	1111	339	1450	1174	276	1450	1986	914	1450	2755	145
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.17	0.03	0.25	0.25	0.02	0.16	0.16	0.03	0.32	0.32
Crit Volume:	205					357		27			470	
Crit Moves:	****					****		****			****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	5	43	47	4	19	30	514	15	90	1337	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:	6	5	43	47	4	19	30	514	15	90	1337	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	43	47	4	19	30	514	15	90	1337	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	43	47	4	19	30	514	15	90	1337	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	5	43	47	4	19	30	514	15	90	1337	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.01	0.02	0.18	0.01	0.06	0.46	0.05
Crit Volume:			5			47		30			669	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.547
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Ovl			Ovl			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 1	0	1	0 1	1 0
Volume Module:												
Base Vol:	43	14	116	11	10	25	37	536	109	217	1338	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	14	116	11	10	25	37	536	109	217	1338	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	14	116	11	10	25	37	536	109	217	1338	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	14	116	11	10	25	37	536	109	217	1338	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	14	116	11	10	25	37	536	109	217	1338	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.25	1.00	0.52	0.48	1.00	1.00	1.66	0.34	1.00	1.97	0.03
Final Sat.:	1094	356	1450	760	690	1450	1450	2410	490	1450	2862	38
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.08	0.01	0.01	0.02	0.03	0.22	0.22	0.15	0.47	0.47
Crit Volume:			57			21		37			678	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.523
Loss Time (sec):	9	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:	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	0	0	0	0	0	0	1!	0	0	2	0
Volume Module:												
Base Vol:	0	0	0	179	0	18	9	449	0	0	1076	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:	0	0	0	179	0	18	9	449	0	0	1076	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	18	9	449	0	0	1076	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	18	9	449	0	0	1076	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	179	0	18	9	449	0	0	1076	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.91	0.00	0.09	1.00	2.00	0.00	0.00	1.86	0.14
Final Sat.:	0	0	0	1363	0	137	1500	3000	0	0	2788	212
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.13	0.01	0.15	0.00	0.00	0.39	0.39
Crit Volume:	0					197	9					579
Crit Moves:						****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.822
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1
Volume Module:												
Base Vol:	884	656	1	3	1153	669	332	2	293	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	884	656	1	3	1153	669	332	2	293	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	884	656	1	3	1153	669	332	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	884	656	1	3	1153	669	332	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	884	656	1	3	1153	669	332	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2896	4	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.30	0.23	0.23	0.00	0.40	0.46	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	442					577	167					7
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore				Ignore				Ignore				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:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	45	470	59		240	437	918		460	194	39		214	694	200	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	470	59		240	437	918		460	194	39		214	694	200	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	45	470	0		240	437	0		460	194	0		214	694	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	470	0		240	437	0		460	194	0		214	694	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	45	470	0		240	437	0		460	194	0		214	694	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	2900	1450		2900	2900	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.16	0.00		0.08	0.15	0.00		0.16	0.07	0.00		0.07	0.24	0.00	
Crit Volume:		235			120				230					347		
Crit Moves:		****			****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 12 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:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	492	589	113		148	770	182		205	658	585		200	621	117	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	492	589	113		148	770	182		205	658	585		200	621	117	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	492	589	113		148	770	182		205	658	585		200	621	117	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	492	589	113		148	770	182		205	658	585		200	621	117	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	492	589	113		148	770	182		205	658	585		200	621	117	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.14	0.08		0.05	0.18	0.13		0.14	0.23	0.40		0.14	0.21	0.08	
Crit Volume:		0				257					585		200			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.619
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	339	528	131	6	643	104	73	241	531	189	411	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	528	131	6	643	104	73	241	531	189	411	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	339	528	0	6	643	104	73	241	0	189	411	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	528	0	6	643	104	73	241	0	189	411	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	339	528	0	6	643	104	73	241	0	189	411	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3744	606	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.00	0.17	0.17	0.05	0.08	0.00	0.13	0.14	0.00
Crit Volume:	339			249			121			189		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap. (X): 0.422
Loss Time (sec): 12 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	112	0	49	0	0	0	0	777	124	133	794	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:	112	0	49	0	0	0	0	777	124	133	794	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	49	0	0	0	0	777	124	133	794	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	49	0	0	0	0	777	124	133	794	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:	112	0	49	0	0	0	0	777	124	133	794	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.03	0.00	0.00	0.00	0.00	0.26	0.08	0.09	0.26	0.00
Crit Volume:	112			0			389			133		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	87	653	53	238	747	122	222	14	94	146	20	381
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	653	53	238	747	122	222	14	94	146	20	381
User Adj:	1.00	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:	87	653	53	238	747	122	222	14	94	146	20	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	653	53	238	747	122	222	14	94	146	20	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	87	653	53	238	747	122	222	14	94	146	20	381
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.23	1.00	3.00	1.00	1.88	0.12	1.00	0.88	0.12	1.00
Final Sat.:	1450	4023	327	1450	4350	1450	2728	172	1450	1275	175	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.16	0.17	0.08	0.08	0.08	0.06	0.11	0.11	0.26
Crit Volume:			235	238			118				166	
Crit Moves:			****	****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.605
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	691	84	407	808	0	0	0	0	37	0	270
Growth Adj:	1.00	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	691	84	407	808	0	0	0	0	37	0	270
User Adj:	1.00	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	691	84	407	808	0	0	0	0	37	0	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	691	84	407	808	0	0	0	0	37	0	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	691	84	407	808	0	0	0	0	37	0	270
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.06	0.27	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.18
Crit Volume:		230		407			0					270
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	3	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	81	659	75		249	1201	75		99	22	76		152	14	399	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	81	659	75		249	1201	75		99	22	76		152	14	399	
User Adj:	1.00	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:	81	659	75		249	1201	75		99	22	76		152	14	399	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	81	659	75		249	1201	75		99	22	76		152	14	399	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	81	659	75		249	1201	75		99	22	76		152	14	399	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.80	0.20		1.00	3.00	1.00		0.82	0.18	1.00		0.92	0.08	1.00	
Final Sat.:	1450	2604	296		1450	4350	1450		1186	264	1450		1328	122	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.25	0.25		0.17	0.28	0.05		0.08	0.08	0.05		0.11	0.11	0.28	
Crit Volume:		367			249					121				166		
Crit Moves:		****			****					****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.205
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	1!	0 0	0	0	1!	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	2	1	5		6	1	8		3	514	14		10	231	15	
Growth Adj:	1.00	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	1	5		6	1	8		3	514	14		10	231	15	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	2	1	5		6	1	8		3	514	14		10	231	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	2	1	5		6	1	8		3	514	14		10	231	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	1	5		6	1	8		3	514	14		10	231	15	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.25	0.12	0.63		0.40	0.07	0.53		1.00	1.95	0.05		1.00	1.88	0.12	
Final Sat.:	363	181	906		580	97	773		1450	2823	77		1450	2723	177	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.01	0.01	0.01		0.00	0.18	0.18		0.01	0.08	0.08	
Crit Volume:		8					15			264				10		
Crit Moves:		****					****			****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec): 100 Critical Vol./Cap. (X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				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	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	5	0	13		123	0	226		80	324	2		5	588	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:	5	0	13		123	0	226		80	324	2		5	588	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	0	13		123	0	226		80	324	2		5	588	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	0	13		123	0	226		80	324	2		5	588	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	0	13		123	0	226		80	324	2		5	588	64	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		1.00	0.00	1.00		1.00	1.99	0.01		1.00	1.80	0.20	
Final Sat.:	1450	0	1450		1450	0	1450		1450	2882	18		1450	2615	285	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.08	0.00	0.16		0.06	0.11	0.11		0.00	0.22	0.22	
Crit Volume:	5						226		80					326		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	645	1548	660		135	911	233		259	413	616		741	448	131	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	645	1548	660		135	911	233		259	413	616		741	448	131	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	645	1548	660		135	911	233		259	413	616		741	448	131	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	645	1548	660		135	911	233		259	413	616		741	448	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:	645	1548	660		135	911	233		259	413	616		741	448	131	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.22	0.36	0.46		0.05	0.21	0.16		0.09	0.14	0.42		0.26	0.15	0.09	
Crit Volume:	0					304					616		371			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	1.005
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	1033	1351	514	24	1384	5	32	381	988	867	429	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:	1033	1351	514	24	1384	5	32	381	988	867	429	39
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1033	1351	0	24	1384	0	32	381	0	867	429	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1033	1351	0	24	1384	0	32	381	0	867	429	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1033	1351	0	24	1384	0	32	381	0	867	429	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.36	0.31	0.00	0.01	0.32	0.00	0.01	0.13	0.00	0.20	0.30	0.00
Crit Volume:	517				461			191		289		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.767
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	261	25	23	65	9	13	9	2216	9	103	2050	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	25	23	65	9	13	9	2216	9	103	2050	78
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	261	25	0	65	9	0	9	2216	0	103	2050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	25	0	65	9	0	9	2216	0	103	2050	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	261	25	0	65	9	0	9	2216	0	103	2050	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.02	0.00	0.04	0.01	0.00	0.01	0.51	0.00	0.07	0.47	0.00
Crit Volume:	261				9			739		103		
Crit Moves:	****				****			****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	73	1481	278	87	881	25	14	14	35	308	27	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1481	278	87	881	25	14	14	35	308	27	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1481	278	87	881	25	14	14	35	308	27	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1481	278	87	881	25	14	14	35	308	27	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1481	278	87	881	25	14	14	35	308	27	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.33	0.67
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	477	973
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.19	0.06	0.20	0.02	0.01	0.01	0.02	0.11	0.06	0.06
Crit Volume:		494		87					35	154		
Crit Moves:		****		****					****	****		

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	7	4	3	86	4	25	17	1102	16	3	1087	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	4	3	86	4	25	17	1102	16	3	1087	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	4	3	86	4	25	17	1102	16	3	1087	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	4	3	86	4	25	17	1102	16	3	1087	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	4	3	86	4	25	17	1102	16	3	1087	84
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.01	0.38	0.01	0.00	0.37	0.06
Crit Volume:		4		86			17				543	
Crit Moves:		****		****			****				****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	38	0	34	42	1067	0	0	1540	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	38	0	34	42	1067	0	0	1540	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	0	34	42	1067	0	0	1540	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	0	34	42	1067	0	0	1540	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	38	0	34	42	1067	0	0	1540	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.02	0.03	0.36	0.00	0.00	0.51	0.04
Crit Volume:		0		38			42				770	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.550
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	11	8	30	24	19	31	16	1352	8	89	1306	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	8	30	24	19	31	16	1352	8	89	1306	15
User Adj:	1.00	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:	11	8	30	24	19	31	16	1352	8	89	1306	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	8	30	24	19	31	16	1352	8	89	1306	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	8	30	24	19	31	16	1352	8	89	1306	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.01	0.02	0.01	0.47	0.01	0.06	0.45	0.01
Crit Volume:		8		24				676		89		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	64	0	21	8	1042	0	0	1491	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:	0	0	0	64	0	21	8	1042	0	0	1491	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	21	8	1042	0	0	1491	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	21	8	1042	0	0	1491	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	64	0	21	8	1042	0	0	1491	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.75	0.00	0.25	1.00	2.00	0.00	0.00	1.90	0.10
Final Sat.:	0	0	0	1129	0	371	1500	3000	0	0	2844	156
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.35	0.00	0.00	0.52	0.52
Crit Volume:	0					85	8				787	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap. (X): 1.239
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	474	1211	966	475	1128	57	44	1577	702	856	1761	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1211	966	475	1128	57	44	1577	702	856	1761	187
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	474	1211	0	475	1128	0	44	1577	0	856	1761	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1211	0	475	1128	0	44	1577	0	856	1761	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	474	1211	0	475	1128	0	44	1577	0	856	1761	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.00	0.16	0.26	0.00	0.02	0.36	0.00	0.30	0.40	0.00
Crit Volume:		606		238				526		428		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	166	0	11	12	881	0	0	1219	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	11	12	881	0	0	1219	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	166	0	11	12	881	0	0	1219	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	166	0	11	12	881	0	0	1219	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	166	0	11	12	881	0	0	1219	300
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.01	0.01	0.29	0.00	0.00	0.41	0.20
Crit Volume:		0		166			12				610	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.788
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:																				
Base Vol:	325	2614		32		88	2166		303		506	6		397		143	5		194	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	325	2614		32		88	2166		303		506	6		397		143	5		194	
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
PHF Volume:	325	2614		0		88	2166		0		506	6		0		143	5		0	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	325	2614		0		88	2166		0		506	6		0		143	5		0	
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00		1.00	1.00		0.00	
FinalVolume:	325	2614		0		88	2166		0		506	6		0		143	5		0	
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450		1450	1450		1450		1450	1450		1450	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	2.00	4.00		0.00		2.00	3.00		1.00		2.00	1.00		1.00		2.00	1.00		1.00	
Final Sat.:	2900	5800		0		2900	4350		1450		2900	1450		1450		2900	1450		1450	
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.45		0.00		0.03	0.50		0.00		0.17	0.00		0.00		0.05	0.00		0.00	
Crit Volume:	163						722				253						5			
Crit Moves:	****						****				****						****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 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:	Ignore			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	182	607	384	117	1077	267	140	1712	205	365	2003	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	607	384	117	1077	267	140	1712	205	365	2003	189
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	182	607	0	117	1077	267	140	1712	205	365	2003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	607	0	117	1077	267	140	1712	205	365	2003	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	182	607	0	117	1077	267	140	1712	205	365	2003	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.00	0.04	0.25	0.18	0.05	0.39	0.14	0.13	0.35	0.00
Crit Volume:	91			359			571			183		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Protected			Protected		
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 0	0 1	0	0 0	0 0	0	0 2	1 0	1	0 3	0 0
Volume Module:												
Base Vol:	167	0	249	0	0	0	0	1613	265	402	1965	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:	167	0	249	0	0	0	0	1613	265	402	1965	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	0	249	0	0	0	0	1613	265	402	1965	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	0	249	0	0	0	0	1613	265	402	1965	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:	167	0	249	0	0	0	0	1613	265	402	1965	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.58	0.42	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3865	635	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.17	0.00	0.00	0.00	0.00	0.42	0.42	0.27	0.44	0.00
Crit Volume:	167			0			626			402		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.929
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	366	526	603	371	1127	220	97	967	184	557	1286	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	366	526	603	371	1127	220	97	967	184	557	1286	299
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	366	526	0	371	1127	0	97	967	0	557	1286	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	366	526	0	371	1127	0	97	967	0	557	1286	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	366	526	0	371	1127	0	97	967	0	557	1286	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.13	0.39	0.00	0.03	0.22	0.00	0.19	0.30	0.00
Crit Volume:	183			564			322			279		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	2	819	96	76	1565	14	12	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	819	96	76	1565	14	12	8	6	52	6	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	819	96	76	1565	14	12	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	819	96	76	1565	14	12	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	819	96	76	1565	14	12	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2596	304	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	2			790			20			58		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	825	87	158	1483	0	0	0	0	3	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	825	87	158	1483	0	0	0	0	3	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	825	87	158	1483	0	0	0	0	3	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	825	87	158	1483	0	0	0	0	3	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	825	87	158	1483	0	0	0	0	3	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2714	286	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0				742			0		3		
Crit Moves:	****				****					****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.670
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	50	818	42	47	1346	30	6	21	124	152	23	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	818	42	47	1346	30	6	21	124	152	23	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	818	42	47	1346	0	6	21	124	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	818	42	47	1346	0	6	21	124	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	818	42	47	1346	0	6	21	124	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2758	142	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0				673				124		175	
Crit Moves:	****				****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 0 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	0	0 0	1	0	0	0 1	1	0	2	0 0	1	0	2	0 1
Volume Module:																
Base Vol:	0	0	0		257	0	30		26	249	0		1	262	47	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	0	0		257	0	30		26	249	0		1	262	47	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		257	0	30		26	249	0		1	262	47	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		257	0	30		26	249	0		1	262	47	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		257	0	30		26	249	0		1	262	47	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	2.00	0.00		1.00	2.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	3000	0		1500	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.17	0.00	0.02		0.02	0.08	0.00		0.00	0.09	0.03	
Crit Volume:			0				257				26				131	
Crit Moves:					****				****						****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.815
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 123 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	0	0 1	0	0	0	0 0	0	0	3	0 1	1	0	3	0 0
Volume Module:																
Base Vol:	57	0	90		0	0	0		0	2211	205		395	1957	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	0	90		0	0	0		0	2211	205		395	1957	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	57	0	90		0	0	0		0	2211	205		395	1957	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	57	0	90		0	0	0		0	2211	205		395	1957	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:	57	0	90		0	0	0		0	2211	205		395	1957	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	3.00	1.00		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4500	1500		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.06		0.00	0.00	0.00		0.00	0.49	0.14		0.26	0.43	0.00	
Crit Volume:			90				0				737				395	
Crit Moves:			****								****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.790
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	0	0 1	1	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	14		3	11	246		5	290	95	2708		7	40	2409		306
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	14		3	11	246		5	290	95	2708		7	40	2409		306
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	14		3	11	246		5	290	95	2708		7	40	2409		306
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	14		3	11	246		5	290	95	2708		7	40	2409		306
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	14		3	11	246		5	290	95	2708		7	40	2409		306
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.65	0.35		1.00	1.96	0.04		1.00	1.00	3.00		1.00	1.00	3.00		1.00
Final Sat.:	2388	512		1450	2842	58		1450	1450	4350		1450	1450	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01		0.01	0.09	0.09		0.20	0.07	0.62		0.00	0.03	0.55		0.21
Crit Volume:	9				290				903				40			
Crit Moves:	****							****		****			****			

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Ovl				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:	0	1	0	0 1	2	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5		2	11	1097		3	301	200	2086		3	15	2024		677
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	5		2	11	1097		3	301	200	2086		3	15	2024		677
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	5		2	11	1097		3	301	200	2086		3	15	2024		677
Reduct Vol:	0		0	0	0		0	0	0	0		0	0	0		0
Reduced Vol:	5		2	11	1097		3	301	200	2086		3	15	2024		677
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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		2	11	1097		3	301	200	2086		3	15	2024		677
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.71	0.29		1.00	2.99	0.01		1.00	1.00	3.00		1.00	1.00	3.00		1.00
Final Sat.:	1071	429		1500	4488	12		1500	1500	4500		1500	1500	4500		1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00		0.01	0.24	0.24		0.20	0.13	0.46		0.00	0.01	0.45		0.45
Crit Volume:				11	367				200							677
Crit Moves:				****	****				****							****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.914
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	621	98	296	35	199	211	69	2351	703	250	2528	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	621	98	296	35	199	211	69	2351	703	250	2528	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	621	98	0	35	199	211	69	2351	0	250	2528	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	621	98	0	35	199	211	69	2351	0	250	2528	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	621	98	0	35	199	211	69	2351	0	250	2528	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.59	0.41	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3757	593	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.07	0.15	0.02	0.54	0.00	0.09	0.58	0.02
Crit Volume:	240					211		784		125		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec):	120	Critical Vol./Cap. (X):	0.786
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	107	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	220	85	261	91	142	80	35	2873	169	255	2267	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	85	261	91	142	80	35	2873	169	255	2267	96
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	220	85	0	91	142	0	35	2873	0	255	2267	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	85	0	91	142	0	35	2873	0	255	2267	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	220	85	0	91	142	0	35	2873	0	255	2267	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	0.56	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2092	808	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.06	0.10	0.00	0.01	0.50	0.00	0.09	0.39	0.00
Crit Volume:		153			142			718		128		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.761
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	114	0	439	624	1858	2	7	2197	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	114	0	439	624	1858	2	7	2197	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	114	0	439	624	1858	2	7	2197	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	114	0	439	624	1858	2	7	2197	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	114	0	439	624	1858	2	7	2197	132
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.22	0.43	0.43	0.00	0.51	0.09
Crit Volume:	2			57			312				732	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.844
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	352	349	137	482	391	136	224	2396	336	212	2263	735
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	349	137	482	391	136	224	2396	336	212	2263	735
User Adj:	1.00	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:	352	349	137	482	391	136	224	2396	336	212	2263	735
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	349	137	482	391	136	224	2396	336	212	2263	735
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	352	349	137	482	391	136	224	2396	336	212	2263	735
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.09	0.17	0.09	0.09	0.08	0.41	0.23	0.07	0.52	0.51
Crit Volume:		116			241			112			754	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	19	1	28	90	1	196	159	3037	41	34	2476	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	28	90	1	196	159	3037	41	34	2476	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	1	0	90	1	0	159	3037	0	34	2476	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	90	1	0	159	3037	0	34	2476	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	1	0	90	1	0	159	3037	0	34	2476	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	1.98	0.02	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1378	73	1450	2868	32	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.05	0.52	0.00	0.02	0.43	0.00
Crit Volume:		20			46			759			34	
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.620
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	2207	155	119	1788	0	0	0	0	76	0	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:	0	2207	155	119	1788	0	0	0	0	76	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:	1.00	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	2207	155	119	1788	0	0	0	0	76	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2207	155	119	1788	0	0	0	0	76	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2207	155	119	1788	0	0	0	0	76	0	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.10	0.08	0.40	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		736			119			0			76	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.734
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	495	546	82	591	754	36	38	547	553	191	443	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	546	82	591	754	36	38	547	553	191	443	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	495	546	82	591	754	36	38	547	553	191	443	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	546	82	591	754	36	38	547	553	191	443	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	546	82	591	754	36	38	547	553	191	443	119
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.06	0.20	0.17	0.02	0.03	0.19	0.38	0.13	0.15	0.08
Crit Volume:		273		296					553	191		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	212	1761	8	11	1876	57	148	27	257	5	13	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:	212	1761	8	11	1876	57	148	27	257	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	212	1761	8	11	1876	57	148	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	1761	8	11	1876	57	148	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	212	1761	8	11	1876	57	148	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2453	447	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.40	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	212				625			88				24
Crit Moves:	****				****			****				****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.494
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	57	0	50	0	0	0	0	1158	148	105	1008	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	0	50	0	0	0	0	1158	148	105	1008	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	50	0	0	0	0	1158	148	105	1008	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	50	0	0	0	0	1158	148	105	1008	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:	57	0	50	0	0	0	0	1158	148	105	1008	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.10	0.07	0.34	0.00
Crit Volume:	57			0			579			105		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.637
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	28	1575	126	312	1863	6	106	210	133	33	22	191
Growth Adj:	1.00	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	1575	126	312	1863	6	106	210	133	33	22	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1575	0	312	1863	6	106	210	133	33	22	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1575	0	312	1863	6	106	210	133	33	22	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1575	0	312	1863	6	106	210	133	33	22	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4336	14	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.00	0.11	0.43	0.43	0.07	0.14	0.09	0.02	0.01	0.13
Crit Volume:		525		156				210		33		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.621
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	107	1967	0	0	1620	243	360	0	330	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:	107	1967	0	0	1620	243	360	0	330	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1967	0	0	1620	243	360	0	330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1967	0	0	1620	243	360	0	330	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:	107	1967	0	0	1620	243	360	0	330	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.00	0.00	0.36	0.16	0.12	0.00	0.22	0.00	0.00	0.00
Crit Volume:		656		0					330	0		
Crit Moves:		****		****					****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.847
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	794	1256	31	177	1772	80	113	436	652	45	214	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	1256	31	177	1772	80	113	436	652	45	214	67
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	794	1256	0	177	1772	0	113	436	0	45	214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	1256	0	177	1772	0	113	436	0	45	214	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	794	1256	0	177	1772	0	113	436	0	45	214	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.29	0.00	0.06	0.41	0.00	0.04	0.15	0.00	0.02	0.07	0.00
Crit Volume:	397				591			218		23		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.674
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0.0	1	0	0 1.0	0 0
Volume Module:												
Base Vol:	114	1307	17	5	1442	8	5	6	104	30	7	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	1307	17	5	1442	8	5	6	104	30	7	1
User Adj:	1.00	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:	114	1307	17	5	1442	8	5	6	104	30	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1307	17	5	1442	8	5	6	104	30	7	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	1307	17	5	1442	8	5	6	104	30	7	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.45	0.55	1.00	0.79	0.18	0.03
Final Sat.:	1450	2900	1450	1450	2900	1450	659	791	1450	1145	267	38
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.01	0.00	0.50	0.01	0.01	0.01	0.07	0.03	0.03	0.03
Crit Volume:	114			721					104			38
Crit Moves:	****			****					****			****

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.526
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0.0	1	0	1 0.0	0 1
Volume Module:												
Base Vol:	115	800	33	27	1185	24	21	3	83	16	3	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:	115	800	33	27	1185	24	21	3	83	16	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	800	33	27	1185	24	21	3	83	16	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	800	33	27	1185	24	21	3	83	16	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	800	33	27	1185	24	21	3	83	16	3	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.88	0.12	1.00	0.84	0.16	1.00
Final Sat.:	1450	2785	115	1450	2842	58	1269	181	1450	1221	229	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.02	0.42	0.42	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	115				605			24			19	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.733
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	6	383	134	384	1036	205	38	1025	4	58	736	524
Growth Adj:	1.00	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	383	134	384	1036	205	38	1025	4	58	736	524
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	6	383	0	384	1036	0	38	1025	0	58	736	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	383	0	384	1036	0	38	1025	0	58	736	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	6	383	0	384	1036	0	38	1025	0	58	736	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.00	0.13	0.36	0.00	0.01	0.35	0.00	0.02	0.25	0.00
Crit Volume:	3			518			513			29		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.536
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	43	7	6	13	73	261	26	826	67	40	617	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:	43	7	6	13	73	261	26	826	67	40	617	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	7	6	13	73	261	26	826	67	40	617	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	7	6	13	73	261	26	826	67	40	617	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	7	6	13	73	261	26	826	67	40	617	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.12	0.11	0.15	0.85	1.00	1.00	1.85	0.15	1.00	1.96	0.04
Final Sat.:	1113	181	155	219	1231	1450	1450	2682	218	1450	2849	51
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.18	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:				56			261		447	40		
Crit Moves:				****			****		****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.734
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	272	347	313	524	0	0	0	0	462	0	419
Growth Adj:	1.00	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	272	347	313	524	0	0	0	0	462	0	419
User Adj:	1.00	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	272	347	313	524	0	0	0	0	462	0	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	347	313	524	0	0	0	0	462	0	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	272	347	313	524	0	0	0	0	462	0	419
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.05	0.00	0.95
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1573	0	1427
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.35	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Volume:			347	313					0	440		
Crit Moves:			****	****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec):	100	Critical Vol./Cap. (X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	1	12	13	0	128	176	452	23	12	298	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:	6	1	12	13	0	128	176	452	23	12	298	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:	6	1	12	13	0	128	176	452	23	12	298	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	12	13	0	128	176	452	23	12	298	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:	6	1	12	13	0	128	176	452	23	12	298	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.05	0.63	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	458	76	916	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.16	0.02	0.01	0.10	0.02
Crit Volume:			19			128	176				149	
Crit Moves:			****			****	****				****	

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	112	994	0	2	1031	64	25	0	49	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	994	0	2	1031	64	25	0	49	0	0	1
User Adj:	1.00	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:	112	994	0	2	1031	64	25	0	49	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	994	0	2	1031	64	25	0	49	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	112	994	0	2	1031	64	25	0	49	0	0	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	0	1500	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.00	0.00	0.34	0.04	0.02	0.00	0.03	0.00	0.00	0.00
Crit Volume:	112				516				49	0		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	231	765	3	1	831	168	190	2	251	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	765	3	1	831	168	190	2	251	3	5	3
User Adj:	1.00	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:	231	765	3	1	831	168	190	2	251	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	765	3	1	831	168	190	2	251	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	231	765	3	1	831	168	190	2	251	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	12	1488	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.00	0.00	0.28	0.11	0.06	0.17	0.17	0.01	0.01	0.00
Crit Volume:	231				416			253		3		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	103	1140	31	254	1440	215	96	530	569	43	382	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1140	31	254	1440	215	96	530	569	43	382	227
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	103	1140	0	254	1440	0	96	530	0	43	382	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1140	0	254	1440	0	96	530	0	43	382	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	103	1140	0	254	1440	0	96	530	0	43	382	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.09	0.33	0.00	0.07	0.18	0.00	0.01	0.13	0.00
Crit Volume:	52			480			96			191		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.797
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	184	1299	59	107	1446	55	203	12	336	132	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	1299	59	107	1446	55	203	12	336	132	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	1299	59	107	1446	55	203	12	336	132	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	1299	59	107	1446	55	203	12	336	132	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	1299	59	107	1446	55	203	12	336	132	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4161	189	1450	4191	159	2738	162	1450	1407	43	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.35	0.35	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	184			500			336		136			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.784
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	326	1839	70	41	2095	330	261	92	152	55	139	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1839	70	41	2095	330	261	92	152	55	139	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1839	70	41	2095	330	261	92	152	55	139	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1839	70	41	2095	330	261	92	152	55	139	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	326	1839	70	41	2095	330	261	92	152	55	139	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.55	0.54	0.91	0.51	1.29	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2244	792	1315	742	1875	283
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.05	0.03	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	163			698			169			108		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	265	1006	13	4	1000	59	91	7	483	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	1006	13	4	1000	59	91	7	483	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	265	1006	13	4	1000	59	91	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	1006	13	4	1000	59	91	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	265	1006	13	4	1000	59	91	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2786	214	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	265			500			49			18		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 0	1 0
Volume Module:												
Base Vol:	309	1066	255	78	762	46	71	449	168	210	290	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	1066	255	78	762	46	71	449	168	210	290	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	309	1066	255	78	762	46	71	449	168	210	290	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1066	255	78	762	46	71	449	168	210	290	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1066	255	78	762	46	71	449	168	210	290	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.94	0.06
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1365	85
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.18	0.03	0.18	0.03	0.05	0.15	0.12	0.07	0.21	0.21
Crit Volume:	155			254			225			308		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap. (X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	1	1 0	0 1	1	1 0	1 0
Volume Module:												
Base Vol:	501	1478	265	50	999	36	34	85	320	377	116	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	1478	265	50	999	36	34	85	320	377	116	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:	501	1478	265	50	999	36	34	85	320	377	116	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	1478	265	50	999	36	34	85	320	377	116	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:	501	1478	265	50	999	36	34	85	320	377	116	113
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.87	0.57	0.56
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2708	832	810
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.18	0.02	0.23	0.02	0.02	0.06	0.22	0.14	0.14	0.14
Crit Volume:	251			333			85			202		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	24	1206	31	13	842	267	301	17	39	33	14	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	1206	31	13	842	267	301	17	39	33	14	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1206	31	13	842	267	301	17	39	33	14	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1206	31	13	842	267	301	17	39	33	14	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1206	31	13	842	267	301	17	39	33	14	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.44	0.56
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	634	816
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.02	0.01	0.19	0.18	0.21	0.04	0.04	0.01	0.02	0.02
Crit Volume:		402		13			301				32	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.738
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	37	1436	63	5	1769	51	65	12	62	39	18	77
Growth Adj:	1.00	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	1436	63	5	1769	51	65	12	62	39	18	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:	37	1436	63	5	1769	51	65	12	62	39	18	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1436	63	5	1769	51	65	12	62	39	18	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:	37	1436	63	5	1769	51	65	12	62	39	18	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1500	2874	126	1500	2916	84	1500	1500	1500	1500	284	1216
Capacity Analysis Module:												
Vol/Sat:	0.02	0.50	0.50	0.00	0.61	0.61	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	37					910	65					95
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.884
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	24	2027	58	8	2320	154	24	0	222	235	0	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	2027	58	8	2320	154	24	0	222	235	0	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2027	58	8	2320	154	24	0	222	235	0	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2027	58	8	2320	154	24	0	222	235	0	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	2027	58	8	2320	154	24	0	222	235	0	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	1.00	2.81	0.19	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4229	121	1450	4079	271	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.01	0.57	0.57	0.02	0.00	0.15	0.16	0.00	0.02
Crit Volume:	0					825			222	235		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.708
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2041	37	36	2383	83	51	18	11	90	22	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2041	37	36	2383	83	51	18	11	90	22	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2041	37	36	2383	83	51	18	11	90	22	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2041	37	36	2383	83	51	18	11	90	22	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2041	37	36	2383	83	51	18	11	90	22	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.50	0.12	0.38
Final Sat.:	1500	4420	80	1500	4349	151	956	338	206	750	183	567
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.46	0.02	0.55	0.55	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	9					822	51				180	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1562	37	84	1720	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1562	37	84	1720	0	0	0	0	49	0	60
User Adj:	1.00	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	1562	37	84	1720	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1562	37	84	1720	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1562	37	84	1720	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2931	69	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.06	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		800		84				0		49		
Crit Moves:		****		****						****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.461
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	790	6	291	861	0	0	0	0	3	0	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:	0	790	6	291	861	0	0	0	0	3	0	44
User Adj:	1.00	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	790	6	291	861	0	0	0	0	3	0	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	790	6	291	861	0	0	0	0	3	0	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	790	6	291	861	0	0	0	0	3	0	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2977	23	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.19	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:		398		291				0		3		
Crit Moves:		****		****						****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	922	83	249	1654	20	1	3	4	218	4	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	922	83	249	1654	20	1	3	4	218	4	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	922	83	249	1654	20	1	3	4	218	4	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	922	83	249	1654	20	1	3	4	218	4	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	922	83	249	1654	20	1	3	4	218	4	289
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2660	240	1450	2865	35	181	544	725	1424	26	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.17	0.58	0.58	0.01	0.01	0.01	0.15	0.15	0.20
Crit Volume:	5					837		8			222	
Crit Moves:	****					****		****			****	

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.780
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	936	14	11	1783	75	66	1	27	70	6	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	936	14	11	1783	75	66	1	27	70	6	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:	59	936	14	11	1783	75	66	1	27	70	6	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	936	14	11	1783	75	66	1	27	70	6	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	936	14	11	1783	75	66	1	27	70	6	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.99	0.01	1.00	0.92	0.08	1.00
Final Sat.:	1450	2900	1450	1450	2783	117	1428	22	1450	1336	114	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.01	0.01	0.64	0.64	0.05	0.05	0.02	0.05	0.05	0.02
Crit Volume:	59					929		67			76	
Crit Moves:	****					****		****			****	

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	467	157	31	1039	0	0	0	0	104	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	467	157	31	1039	0	0	0	0	104	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:	1.00	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	467	157	31	1039	0	0	0	0	104	0	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	467	157	31	1039	0	0	0	0	104	0	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	467	157	31	1039	0	0	0	0	104	0	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.10	0.02	0.35	0.00	0.00	0.00	0.00	0.07	0.00	0.02
Crit Volume:	0				520			0		104		
Crit Moves:	****				****					****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.853
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 126 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:		Ovl			Ovl			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 0	1	1	0 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	108	0	171	232	0	390	320	943	97	533	879	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	0	171	232	0	390	320	943	97	533	879	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	0	171	232	0	390	320	943	97	533	879	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	0	171	232	0	390	320	943	97	533	879	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	108	0	171	232	0	390	320	943	97	533	879	239
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.12	0.16	0.00	0.27	0.22	0.33	0.07	0.37	0.30	0.16
Crit Volume:				0			232			472		
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec): 120 Critical Vol./Cap. (X): 0.668
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	117	845	28	15	1546	53	27	2	99	22	1	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:	117	845	28	15	1546	53	27	2	99	22	1	8
User Adj:	1.00	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:	117	845	28	15	1546	53	27	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	845	28	15	1546	53	27	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	117	845	28	15	1546	53	27	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.93	0.07	0.93	0.07	1.00	0.96	0.04	1.00
Final Sat.:	1450	2807	93	1450	2804	96	1350	100	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.30	0.01	0.55	0.55	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	117			800			29			23		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.664
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	42	647	8	41	1572	85	73	0	28	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	647	8	41	1572	85	73	0	28	15	3	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	647	8	41	1572	85	73	0	28	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	647	8	41	1572	85	73	0	28	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	647	8	41	1572	85	73	0	28	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.90	0.10	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2865	35	1450	2751	149	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.03	0.57	0.57	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	42						829	73				19
Crit Moves:	****						****	****				****

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	1107	31	108	1591	63	31	11	24	32	13	197
Growth Adj:	1.00	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	1107	31	108	1591	63	31	11	24	32	13	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1107	31	108	1591	63	31	11	24	32	13	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1107	31	108	1591	63	31	11	24	32	13	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	1107	31	108	1591	63	31	11	24	32	13	197
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.95	0.05	1.00	1.92	0.08	0.74	0.26	1.00	1.42	0.58	1.00
Final Sat.:	1450	2821	79	1450	2790	110	1070	380	1450	2062	838	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.39	0.07	0.57	0.57	0.03	0.03	0.02	0.02	0.02	0.14
Crit Volume:	26					827		42				197
Crit Moves:	****					****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	89	607	17	22	1280	15	10	0	88	33	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	607	17	22	1280	15	10	0	88	33	0	10
User Adj:	1.00	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:	89	607	17	22	1280	15	10	0	88	33	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	607	17	22	1280	15	10	0	88	33	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	89	607	17	22	1280	15	10	0	88	33	0	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.95	0.05	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2821	79	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.02	0.44	0.01	0.01	0.00	0.06	0.02	0.00	0.01
Crit Volume:	89					640			88	33		
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.776
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	1	0 1	0	0	0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	113	680	398	0	0	0	0	1345	635	152	1547	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:	113	680	398	0	0	0	0	1345	635	152	1547	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	113	680	0	0	0	0	0	1345	0	152	1547	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	680	0	0	0	0	0	1345	0	152	1547	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	113	680	0	0	0	0	0	1345	0	152	1547	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	3000	0	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.10	0.52	0.00
Crit Volume:		340			0			673		152		
Crit Moves:		****						****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.694
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2 0 2	1	0	2 0 1	0	0	4 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	692	0	951	72	724	199	0	762	270	337	999	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	692	0	951	72	724	199	0	762	270	337	999	366
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	692	0	951	72	724	0	0	762	270	337	999	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	692	0	951	72	724	0	0	762	270	337	999	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	692	0	951	72	724	0	0	762	270	337	999	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.32	0.05	0.24	0.00	0.00	0.13	0.18	0.11	0.22	0.00
Crit Volume:	346				362			0			333	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.798
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	908	0	241	0	1374	554	0	1644	1148
Growth Adj:	1.00	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	908	0	241	0	1374	554	0	1644	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	908	0	241	0	1374	0	0	1644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	908	0	241	0	1374	0	0	1644	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	908	0	241	0	1374	0	0	1644	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.15	0.00	0.43	0.00	0.00	0.51	0.00
Crit Volume:			0			454		0			822	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.559
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1122	546	584	887	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	0	0	0	0	1122	546	584	887	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1122	546	584	887	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1122	546	584	887	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1122	546	584	887	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.36	0.19	0.30	0.00
Crit Volume:	0			0					546	292		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	530	0	629	0	0	0	0	2285	637	0	2049	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	0	629	0	0	0	0	2285	637	0	2049	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	530	0	629	0	0	0	0	2285	0	0	2049	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	0	629	0	0	0	0	2285	0	0	2049	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	530	0	629	0	0	0	0	2285	0	0	2049	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.21	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.46	0.00
Crit Volume:			315	0				762		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.692
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	371	0	547	0	2558	285	0	2003	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	371	0	547	0	2558	285	0	2003	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	371	0	0	0	2558	0	0	2003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	371	0	0	0	2558	0	0	2003	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	371	0	0	0	2558	0	0	2003	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.00	0.00	0.57	0.00	0.00	0.45	0.00
Crit Volume:				0			186			853		0
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.617
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	0	1550	232	0	857	0	0	0	0	890	0	409
Growth Adj:	1.00	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	1550	232	0	857	0	0	0	0	890	0	409
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1550	0	0	857	0	0	0	0	890	0	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1550	0	0	857	0	0	0	0	890	0	409
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1550	0	0	857	0	0	0	0	890	0	409
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.27
Crit Volume:		517		0			0					409
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.834
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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			Ignore			Ignore			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:	2	0	3 0	0	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	1350	1708	0	0	1730	292	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1350	1708	0	0	1730	292	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1350	1708	0	0	1730	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1350	1708	0	0	1730	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1350	1708	0	0	1730	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.45	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	675				577		0				0	
Crit Moves:	****				****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2856	456	548	1483	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2856	456	548	1483	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2856	0	548	1483	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2856	0	548	1483	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2856	0	548	1483	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.18	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		952		274			0				0	
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec): 120 Critical Vol./Cap. (X): 0.961
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	185	450	603	711	0	278	362	1536	306	0	2747	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	450	603	711	0	278	362	1536	306	0	2747	311
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	450	0	711	0	278	362	1536	306	0	2747	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	450	0	711	0	278	362	1536	306	0	2747	311
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	450	0	711	0	278	362	1536	306	0	2747	311
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.88	0.00	1.12	2.00	1.67	0.33	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4170	0	1630	2900	2418	482	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.17	0.00	0.17	0.12	0.64	0.64	0.00	0.47	0.21
Crit Volume:		225		247				921		0		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	18	1	10	507	0	30	54	555	4	4	514	455
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	507	0	30	54	555	4	4	514	455
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	507	0	30	54	555	4	4	514	455
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	507	0	30	54	555	4	4	514	455
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	507	0	30	54	555	4	4	514	455
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.06	0.94
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	1538	1362
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.35	0.00	0.02	0.04	0.19	0.19	0.00	0.33	0.33
Crit Volume:		11		507			54				485	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1391	88	89	1527	0	0	376	196	85	0	520
Growth Adj:	1.00	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	1391	88	89	1527	0	0	376	196	85	0	520
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1391	0	89	1527	0	0	376	196	85	0	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1391	0	89	1527	0	0	376	196	85	0	520
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1391	0	89	1527	0	0	376	196	85	0	520
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.06	0.53	0.00	0.00	0.13	0.14	0.03	0.00	0.36
Crit Volume:		696		89			0					520
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.417
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	19	0	271	0	0	0	0	577	78	279	179	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:	19	0	271	0	0	0	0	577	78	279	179	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	271	0	0	0	0	577	78	279	179	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	271	0	0	0	0	577	78	279	179	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:	19	0	271	0	0	0	0	577	78	279	179	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.76	0.24	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2643	357	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.19	0.06	0.00
Crit Volume:	19				0			328		279		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.717
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	208	476	0	0	1018	54	53	0	359	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:	208	476	0	0	1018	54	53	0	359	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	208	476	0	0	1018	54	53	0	359	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	476	0	0	1018	54	53	0	359	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:	208	476	0	0	1018	54	53	0	359	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.00	0.00	0.34	0.04	0.04	0.00	0.24	0.00	0.00	0.00
Crit Volume:	208				509				359	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.693
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	61	783	0	275	1435	14	50	9	514	0	4	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	783	0	275	1435	14	50	9	514	0	4	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	783	0	275	1435	14	50	9	514	0	4	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	783	0	275	1435	14	50	9	514	0	4	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:	61	783	0	275	1435	14	50	9	514	0	4	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.03	1.97	0.00	0.03	0.97
Final Sat.:	1500	3000	0	1500	3000	1500	1500	52	2948	0	51	1449
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.18	0.48	0.01	0.03	0.17	0.17	0.00	0.08	0.08
Crit Volume:	61				718				262	0		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.589
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	151	0	0	0	0	1786	0	65	2932	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	151	0	0	0	0	1786	0	65	2932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	151	0	0	0	0	1786	0	65	2932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	151	0	0	0	0	1786	0	65	2932	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	151	0	0	0	0	1786	0	65	2932	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.00	0.04	0.49	0.00
Crit Volume:			151		0			0			733	
Crit Moves:			****					****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	239	618	120	329	0	0	0	0	1087	0	451
Growth Adj:	1.00	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	239	618	120	329	0	0	0	0	1087	0	451
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	239	0	120	329	0	0	0	0	1087	0	451
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	239	0	120	329	0	0	0	0	1087	0	451
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	239	0	120	329	0	0	0	0	1087	0	451
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.41	0.00	0.59
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2120	0	880
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		120		120					0	769		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.125
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	44	0	195	0	0	0	0	25	15	237	68	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	0	195	0	0	0	0	25	15	237	68	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	0	0	0	0	0	0	25	15	237	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	0	0	0	0	0	0	25	15	237	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	0	0	0	0	0	0	25	15	237	68	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.08	0.05	0.00
Crit Volume:	44				0			25		119		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	64	52	62	114	104	52	93	499	87	118	777	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	52	62	114	104	52	93	499	87	118	777	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	52	62	114	104	52	93	499	87	118	777	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	52	62	114	104	52	93	499	87	118	777	403
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	64	52	62	114	104	52	93	499	87	118	777	403
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.07	0.04	0.06	0.11	0.06	0.08	0.18	0.28
Crit Volume:		52			0			93				403
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	2338	20	344	2763	0	0	0	0	0	0	217
Growth Adj:	1.00	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	2338	20	344	2763	0	0	0	0	0	0	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:	1.00	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	2338	20	344	2763	0	0	0	0	0	0	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2338	20	344	2763	0	0	0	0	0	0	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2338	20	344	2763	0	0	0	0	0	0	217
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.01	0.23	0.61	0.00	0.00	0.00	0.00	0.00	0.00	0.14
Crit Volume:		779			344			0				217
Crit Moves:		****			****							****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1025	0	0	0	0	0	0	0	1009
Growth Adj:	1.00	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	1025	0	0	0	0	0	0	0	1009
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1025	0	0	0	0	0	0	0	1009
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1025	0	0	0	0	0	0	0	1009
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1025	0	0	0	0	0	0	0	1009
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3200	3200	1600	3200	4800	1600	3200	4800	1600	3200	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63
Crit Volume:		0		0			0					1009
Crit Moves:				****								****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 0 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			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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	2356	49	10	2763	0	0	0	0	25	0	10
Growth Adj:	1.00	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	2356	49	10	2763	0	0	0	0	25	0	10
User Adj:	1.00	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	2356	49	10	2763	0	0	0	0	25	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2356	49	10	2763	0	0	0	0	25	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2356	49	10	2763	0	0	0	0	25	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.71	0.00	0.29
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1071	0	429
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.03	0.01	0.61	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:	0				921				0	25		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.173
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	142	0	121	0	0	0	0	4	62	52	4	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:	142	0	121	0	0	0	0	4	62	52	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	0	121	0	0	0	0	4	62	52	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	0	121	0	0	0	0	4	62	52	4	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:	142	0	121	0	0	0	0	4	62	52	4	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.93	0.07	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1393	107	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.00
Crit Volume:	142			0					62		56	
Crit Moves:	****								****		****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.649
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	82	428	36	145	809	112	38	25	54	13	78	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	428	36	145	809	112	38	25	54	13	78	392
User Adj:	1.00	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:	82	428	36	145	809	112	38	25	54	13	78	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	428	36	145	809	112	38	25	54	13	78	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	428	36	145	809	112	38	25	54	13	78	392
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.60	0.40	1.00	0.14	0.86	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	875	575	1450	207	1243	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.02	0.10	0.28	0.08	0.04	0.04	0.04	0.06	0.06	0.27
Crit Volume:	82			405			63					392
Crit Moves:	****			****			****					****

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.778
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	0	428	55	301	875	0	0	0	0	108	0	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	428	55	301	875	0	0	0	0	108	0	292
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	428	55	301	875	0	0	0	0	108	0	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	428	55	301	875	0	0	0	0	108	0	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	428	55	301	875	0	0	0	0	108	0	292
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.04	0.20	0.58	0.00	0.00	0.00	0.00	0.07	0.00	0.19
Crit Volume:	0				875			0				292
Crit Moves:	****				****							****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	79	0	904	474	2168	0	0	2246	95
Growth Adj:	1.00	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	79	0	904	474	2168	0	0	2246	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	79	0	0	474	2168	0	0	2246	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	0	474	2168	0	0	2246	95
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:	0	0	0	79	0	0	474	2168	0	0	2246	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.32	0.48	0.00	0.00	0.50	0.06
Crit Volume:				79			474				749	
Crit Moves:				****			****				****	

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.545
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	56	1384	0	35	1201	106	61	1	51	0	2	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:	56	1384	0	35	1201	106	61	1	51	0	2	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	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:	56	1384	0	35	1201	106	61	1	51	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1384	0	35	1201	106	61	1	51	0	2	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	56	1384	0	35	1201	106	61	1	51	0	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2665	235	1450	28	1422	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.00	0.02	0.45	0.45	0.04	0.04	0.04	0.00	0.00	0.00
Crit Volume:		692		35			61				2	
Crit Moves:		****		****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.421
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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	1	0 0	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	1	30	44	0	0	0	923	16	17	1015	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1	30	44	0	0	0	923	16	17	1015	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1	30	44	0	0	0	923	16	17	1015	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1	30	44	0	0	0	923	16	17	1015	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1	30	44	0	0	0	923	16	17	1015	59
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.00	0.00	0.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1394	56	1450	1450	0	0	1450	2851	49	1450	2741	159
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.00	0.00	0.00	0.32	0.32	0.01	0.37	0.37
Crit Volume:			30	44			0				537	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.213
Loss Time (sec): 0 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:	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	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	6	0	53		0	0	0		0	432	2		51	249	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:	6	0	53		0	0	0		0	432	2		51	249	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	0	53		0	0	0		0	432	2		51	249	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	53		0	0	0		0	432	2		51	249	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:	6	0	53		0	0	0		0	432	2		51	249	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	1500	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.14	0.00		0.03	0.08	0.00	
Crit Volume:			53				0			216			51			
Crit Moves:			****							****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	403	1037	0		0	1452	81		37	0	97		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:	403	1037	0		0	1452	81		37	0	97		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	403	1037	0		0	1452	81		37	0	97		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	403	1037	0		0	1452	81		37	0	97		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:	403	1037	0		0	1452	81		37	0	97		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1500	3000	0		0	3000	1500		1500	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.27	0.35	0.00		0.00	0.48	0.05		0.02	0.00	0.06		0.00	0.00	0.00	
Crit Volume:	403					726					97		0			
Crit Moves:	****					****					****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 1.007
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	1464	116	0	0	46	0	0	0	756	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:	1464	116	0	0	46	0	0	0	756	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1464	116	0	0	46	0	0	0	756	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1464	116	0	0	46	0	0	0	756	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:	1464	116	0	0	46	0	0	0	756	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3000	3000	1500	1500	3000	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.49	0.04	0.00	0.00	0.02	0.00	0.00	0.00	0.50	0.00	0.00	0.00
Crit Volume:	732				23				756	0		
Crit Moves:	****				****				****			

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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap. (X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1580	0	0	802	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	1580	0	0	802	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1580	0	0	802	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	0	0	802	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1580	0	0	802	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		527		0			0			0		
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.329
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	1580	0	0	802	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	1580	0	0	802	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1580	0	0	802	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	0	0	802	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1580	0	0	802	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		527		0			0			0		
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.836
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	143	581	189	319	347	135	281	1361	146	46	1281	718
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	581	189	319	347	135	281	1361	146	46	1281	718
User Adj:	1.00	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:	143	581	189	319	347	135	281	1361	146	46	1281	718
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	581	189	319	347	135	281	1361	146	46	1281	718
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	143	581	189	319	347	135	281	1361	146	46	1281	718
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.11	0.08	0.09	0.10	0.31	0.10	0.02	0.29	0.50
Crit Volume:		194			160			141				718
Crit Moves:		****			****			****				****

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.829
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 133 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	16	0	628	0	0	0	0	1846	23	706	1947	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:	16	0	628	0	0	0	0	1846	23	706	1947	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	0	628	0	0	0	0	1846	23	706	1947	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	0	628	0	0	0	0	1846	23	706	1947	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:	16	0	628	0	0	0	0	1846	23	706	1947	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.42	0.00	0.00	0.00	0.00	0.41	0.02	0.24	0.43	0.00
Crit Volume:			628	0				615		0		
Crit Moves:			****					****		****		

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	1	0	13	0	0	0	0	2469	5	209	2653	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:	1	0	13	0	0	0	0	2469	5	209	2653	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	0	13	0	0	0	0	2469	5	209	2653	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	0	13	0	0	0	0	2469	5	209	2653	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:	1	0	13	0	0	0	0	2469	5	209	2653	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.55	0.00	0.14	0.59	0.00
Crit Volume:			13		0			823		209		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.512
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1460	0	0	1637	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	0	0	0	0	1460	0	0	1637	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1460	0	0	1637	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1460	0	0	1637	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	0	0	0	0	1460	0	0	1637	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.00	0.51	0.00
Crit Volume:	0			0			0			819		
Crit Moves:							****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	2106	0	0	2937	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	0	0	0	0	2106	0	0	2937	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2106	0	0	2937	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2106	0	0	2937	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	0	0	0	0	2106	0	0	2937	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.61	0.00
Crit Volume:	0			0			0				979	
Crit Moves:							****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.320
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1500	34	0	1537	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	0	0	0	0	1500	34	0	1537	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1500	34	0	1537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1500	34	0	1537	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	0	0	0	0	1500	34	0	1537	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.02	0.00	0.32	0.00
Crit Volume:	0			0			0				512	
Crit Moves:							****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1580	0	0	802	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	1580	0	0	802	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1580	0	0	802	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	0	0	802	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1580	0	0	802	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		527			0			0			0	
Crit Moves:		****			****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1580	0	0	802	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	1580	0	0	802	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1580	0	0	802	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	0	0	802	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1580	0	0	802	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		527		0			0			0		
Crit Moves:		****		****								

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3 0	1	1	0 3 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1493	0	0	2038	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	0	0	0	0	1493	0	0	2038	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1493	0	0	2038	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1493	0	0	2038	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	0	0	0	0	1493	0	0	2038	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31	0.00	0.00	0.42	0.00
Crit Volume:	0			0			0			679		
Crit Moves:							****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.569
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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	0	1	0	1	1	3	0	0	3	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	2098	0	0	2729	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	0	0	0	2098	0	0	2729	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	2098	0	0	2729	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	2098	0	0	2729	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	0	0	0	2098	0	0	2729	0	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.57	0.00
Crit Volume:	0			0			0			910		
Crit Moves:							****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap. (X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	3	0	0	3	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	2106	0	0	2937	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	0	0	0	2106	0	0	2937	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	2106	0	0	2937	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	2106	0	0	2937	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	0	0	0	2106	0	0	2937	0	
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1600	0	1600	1600	4800	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.00	0.61	0.00
Crit Volume:	0			0			0			979		
Crit Moves:							****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.329
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1580	0	0	802	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	1580	0	0	802	0	0	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1580	0	0	802	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1580	0	0	802	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1580	0	0	802	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	4800	1600	1600	4800	1600	1600	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		527		0			0			0		
Crit Moves:		****		****								

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap. (X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap. (X): 0.482
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	101	1153	98	181	1168	75	34	7	42	38	7	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:	101	1153	98	181	1168	75	34	7	42	38	7	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	101	1153	98	181	1168	75	34	7	42	38	7	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	1153	98	181	1168	75	34	7	42	38	7	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:	101	1153	98	181	1168	75	34	7	42	38	7	99
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.07	0.12	0.27	0.05	0.02	0.00	0.03	0.03	0.00	0.07
Crit Volume:		384			181			34				99
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	63	1186	28	101	1095	47	20	3	23	136	6	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	1186	28	101	1095	47	20	3	23	136	6	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1186	28	101	1095	47	20	3	23	136	6	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1186	28	101	1095	47	20	3	23	136	6	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1186	28	101	1095	47	20	3	23	136	6	163
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.02	0.07	0.25	0.03	0.01	0.00	0.02	0.09	0.00	0.11
Crit Volume:		395		101			20					163
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.630
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	576	196	5	899	1	30	14	69	228	36	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	576	196	5	899	1	30	14	69	228	36	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	576	196	5	899	1	30	14	69	228	36	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	576	196	5	899	1	30	14	69	228	36	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	576	196	5	899	1	30	14	69	228	36	25
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.79	0.12	0.09
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1144	181	125
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.20	0.20	0.20
Crit Volume:		576		5				44			289	
Crit Moves:		****		****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.666
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	287	243	0	403	352	216	257	2	337	373	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	287	243	0	403	352	216	257	2	337	373	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	287	243	0	403	352	216	257	2	337	373	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	287	243	0	403	352	216	257	2	337	373	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	287	243	0	403	352	216	257	2	337	373	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2953	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.16	0.00	0.27	0.23	0.14	0.17	0.17	0.22	0.13	0.13
Crit Volume:	0			403					259	337		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.562
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	235	59	101	12	54	24	23	495	144	56	450	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:	235	59	101	12	54	24	23	495	144	56	450	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	235	59	101	12	54	24	23	495	144	56	450	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	235	59	101	12	54	24	23	495	144	56	450	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	235	59	101	12	54	24	46	495	144	112	450	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.11	0.89	1.00
Final Sat.:	1279	321	1600	213	960	427	71	1529	1600	177	1423	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.06	0.06	0.06	0.32	0.32	0.09	0.32	0.32	0.02
Crit Volume:	235				90			518		56		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.574		
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	34	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	56	31	112	84	98	49	515	14	50	617	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	56	31	112	84	98	49	515	14	50	617	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	56	31	112	84	98	49	515	14	50	617	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	56	31	112	84	98	49	515	14	50	617	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	56	31	112	84	98	49	515	14	50	617	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.64	0.36	1.00	0.46	0.54	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	1030	570	1600	738	862	1600	1558	42	1600	1471	129
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.05	0.07	0.11	0.11	0.03	0.33	0.33	0.03	0.42	0.42
Crit Volume:			87	112			49					671
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.921		
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	E		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0	0	1	0
Volume Module:												
Base Vol:	82	23	323	70	100	32	25	508	45	544	444	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	23	323	70	100	32	25	508	45	544	444	10
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	23	0	70	100	32	25	508	45	544	444	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	23	0	70	100	32	25	508	45	544	444	10
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	23	0	70	100	32	25	508	45	544	444	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.35	0.49	0.16	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1171	329	1500	520	743	238	1500	1378	122	1500	1467	33
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.37	0.37	0.36	0.30	0.30
Crit Volume:	82					202			553	544		
Crit Moves:	****					****			****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	491	1141	36	59	1192	56	70	211	210	153	123	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	1141	36	59	1192	56	70	211	210	153	123	79
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	491	1141	36	59	1192	0	70	211	0	153	123	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	1141	36	59	1192	0	70	211	0	153	123	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	491	1141	36	59	1192	0	70	211	0	153	123	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.39	0.02	0.04	0.41	0.00	0.05	0.15	0.00	0.11	0.08	0.05
Crit Volume:	245			596			211			153		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.671
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0	1	0 0 2
Volume Module:												
Base Vol:	1	34	10	908	9	838	640	104	2	1	44	1117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	908	9	838	640	104	2	1	44	1117
User Adj:	1.00	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:	1	34	10	908	9	838	640	104	2	1	44	1117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	908	9	838	640	104	2	1	44	1117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	908	9	838	640	104	2	1	44	1117
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.71	0.28	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2872	28	1450	2488	404	8	32	1418	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.32	0.32	0.58	0.26	0.26	0.26	0.03	0.03	0.39
Crit Volume:	35			838		0			559			
Crit Moves:	****			****			****			****		

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/C	Future LOS	Future Del/ Veh	Future V/C	Change in V/C
#180 Watt Ave/Baseline Rd	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000
#183 West Side/ Baseline	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000
#185 Market Street/ Baseline	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000
#301 Locust/Baseline	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000
#305 Watt Ave/PFE Rd	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000
#306 Walerga Rd/PFE Rd	E	xxxxx	0.928	E	xxxxx	0.928	+ 0.000

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Threshold Report (Base Alternative)

Threshold Criteria [Ops LOS >= *][Plan LOS >= *]
[Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Threshold Report (Future Alternative)

Threshold Criteria [Ops LOS >= *][Plan LOS >= *]
[Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C

City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.805
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1	2 0	3 0	1
Volume Module:												
Base Vol:	143	581	189	319	347	135	281	1361	146	46	1281	718
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	581	189	319	347	135	281	1361	146	46	1281	718
User Adj:	1.00	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:	151	612	199	336	365	142	296	1433	154	48	1348	756
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	612	199	336	365	142	296	1433	154	48	1348	756
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	151	612	199	336	365	142	296	1433	154	48	1348	756
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.14	0.12	0.09	0.10	0.11	0.35	0.11	0.02	0.33	0.55
Crit Volume:		204			0			148				756
Crit Moves:		****			****			****				****

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.918
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	16	0	628		0	0	0		0	1846	23		706	1947	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:	16	0	628		0	0	0		0	1846	23		706	1947	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	17	0	661		0	0	0		0	1943	24		743	2049	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	17	0	661		0	0	0		0	1943	24		743	2049	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:	1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00		1.10	1.00	1.00	
FinalVolume:	19	0	661		0	0	0		0	1943	24		817	2049	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2850	4275	1425		2850	4275	1425		2850	4275	1425		2850	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.46		0.00	0.00	0.00		0.00	0.45	0.02		0.29	0.48	0.00	
Crit Volume:			661		0					648			0			
Crit Moves:			****							****			****			

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market Street/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.772
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	1	0	13		0	0	0		0	2469	5		209	2653	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:	1	0	13		0	0	0		0	2469	5		209	2653	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95		0.95	0.95	0.95	
PHF Volume:	1	0	14		0	0	0		0	2599	5		220	2793	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	0	14		0	0	0		0	2599	5		220	2793	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:	1	0	14		0	0	0		0	2599	5		220	2793	0	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1425	1425	1425		1425	1425	1425		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.00	0.00	0.00		0.00	0.61	0.00		0.15	0.65	0.00	
Crit Volume:			14		0					866			220			
Crit Moves:			****							****			****			

City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.473
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	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:	0	1	0	0 1	0	0	1!	0 0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	20	3	189		36	5	3		3	1246	29		19	825	17	
Growth Adj:	1.00	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	3	189		36	5	3		3	1246	29		19	825	17	
User Adj:	1.00	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:	21	3	199		38	5	3		3	1312	31		20	868	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	21	3	199		38	5	3		3	1312	31		20	868	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	21	3	199		38	5	3		3	1312	31		20	868	18	
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:	0.87	0.13	1.00		0.82	0.11	0.07		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1239	186	1425		1166	162	97		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.14		0.03	0.03	0.03		0.00	0.31	0.02		0.01	0.20	0.01	
Crit Volume:			199			38				437				0		
Crit Moves:			****			****				****				****		

City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.570
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
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	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	19	1728		77	111	1435		10	4		2	7	250		4	186
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	19	1728		77	111	1435		10	4		2	7	250		4	186
User Adj:	1.00	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:	20	1819		81	117	1511		11	4		2	7	263		4	196
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	20	1819		81	117	1511		11	4		2	7	263		4	196
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	20	1819		81	117	1511		11	4		2	7	263		4	196
Saturation Flow Module:																
Sat/Lane:	1425	1425		1425	1425	1425		1425	1425		1425	1425	1425		1425	1425
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	2.00	3.00		1.00	0.31		0.15	0.54	1.97		0.03	2.00
Final Sat.:	1425	4275		1425	2850	4275		1425	438		219	767	2805		45	2850
Capacity Analysis Module:																
Vol/Sat:	0.01	0.43		0.06	0.04	0.35		0.01	0.01		0.01	0.01	0.09		0.09	0.07
Crit Volume:		606			58						14	134				
Crit Moves:		****			****						****	****				

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.928
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	102	1609	215	40	1557	46	63	42	111	205	269	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	102	1609	215	40	1557	46	63	42	111	205	269	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	107	1694	226	42	1639	48	66	44	117	216	283	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1694	226	42	1639	48	66	44	117	216	283	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:	107	1694	226	42	1639	48	66	44	117	216	283	87
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.08	0.62	0.16	0.03	0.60	0.04	0.05	0.03	0.08	0.16	0.21	0.06
Crit Volume:	107				819		66				283	
Crit Moves:	****				****		****				****	

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Base Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R

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City of Roseville Sierra Vista
Placer County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#309 Watt Ave/Elverta Rd	E	xxxxx	0.947	E	xxxxx	0.947	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.180	F	xxxxx	1.180	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F	xxxxx	1.226	F	xxxxx	1.226	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.878	D	xxxxx	0.878	+ 0.000 V/C
#313 Watt Ave/Elkhorn	F	xxxxx	1.038	F	xxxxx	1.038	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	E	xxxxx	0.934	E	xxxxx	0.934	+ 0.000 V/C

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Threshold Report (Base Alternative)

Threshold Criteria [Ops LOS >= *][Plan LOS >= *]
[Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C
#310 Walerga Rd/Elverta Rd	NB	TH	XXXXXX	1.180
#310 Walerga Rd/Elverta Rd	EB	LT	XXXXXX	1.180
#310 Walerga Rd/Elverta Rd	EB	TH	XXXXXX	1.093
#310 Walerga Rd/Elverta Rd	SB	LT	XXXXXX	1.180
#310 Walerga Rd/Elverta Rd	WB	LT	XXXXXX	1.093
#310 Walerga Rd/Elverta Rd	WB	TH	XXXXXX	1.180
#311 Watt Ave/Antelope Rd	NB	LT	XXXXXX	1.226
#311 Watt Ave/Antelope Rd	NB	TH	XXXXXX	1.134
#311 Watt Ave/Antelope Rd	EB	LT	XXXXXX	1.226
#311 Watt Ave/Antelope Rd	SB	LT	XXXXXX	1.134
#311 Watt Ave/Antelope Rd	SB	TH	XXXXXX	1.226
#311 Watt Ave/Antelope Rd	WB	TH	XXXXXX	1.226
#313 Watt Ave/Elkhorn	NB	TH	XXXXXX	1.038
#313 Watt Ave/Elkhorn	EB	LT	XXXXXX	1.038
#313 Watt Ave/Elkhorn	SB	LT	XXXXXX	1.038
#313 Watt Ave/Elkhorn	WB	TH	XXXXXX	1.038

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Threshold Report (Future Alternative)

Threshold Criteria [Ops LOS >= *][Plan LOS >= *]
[Delay >= 60.000][V/C >= 1.000]

Intersection	Movement	LOS	Delay	V/C
#310 Walerga Rd/Elverta Rd	NB	TH	XXXXXX	1.180
#310 Walerga Rd/Elverta Rd	EB	LT	XXXXXX	1.180
#310 Walerga Rd/Elverta Rd	EB	TH	XXXXXX	1.093
#310 Walerga Rd/Elverta Rd	SB	LT	XXXXXX	1.180
#310 Walerga Rd/Elverta Rd	WB	LT	XXXXXX	1.093
#310 Walerga Rd/Elverta Rd	WB	TH	XXXXXX	1.180
#311 Watt Ave/Antelope Rd	NB	LT	XXXXXX	1.226
#311 Watt Ave/Antelope Rd	NB	TH	XXXXXX	1.134
#311 Watt Ave/Antelope Rd	EB	LT	XXXXXX	1.226
#311 Watt Ave/Antelope Rd	SB	LT	XXXXXX	1.134
#311 Watt Ave/Antelope Rd	SB	TH	XXXXXX	1.226
#311 Watt Ave/Antelope Rd	WB	TH	XXXXXX	1.226
#313 Watt Ave/Elkhorn	NB	TH	XXXXXX	1.038
#313 Watt Ave/Elkhorn	EB	LT	XXXXXX	1.038
#313 Watt Ave/Elkhorn	SB	LT	XXXXXX	1.038
#313 Watt Ave/Elkhorn	WB	TH	XXXXXX	1.038

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.947
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	344	1712	520	345	1149	486	399	952	238	260	639	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	1712	520	345	1149	486	399	952	238	260	639	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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:	362	1802	547	363	1209	512	420	1002	251	274	673	374
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	362	1802	547	363	1209	512	420	1002	251	274	673	374
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	362	1802	547	363	1209	512	420	1002	251	274	673	374
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.40	0.36	0.12	0.27	0.34	0.14	0.33	0.17	0.09	0.22	0.25
Crit Volume:		601		182				501		137		
Crit Moves:		****		****				****		****		

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.180
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	160	1344	368	700	1326	96	404	1169	54	443	1373	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	160	1344	368	700	1326	96	404	1169	54	443	1373	462
User Adj:	1.00	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:	168	1415	387	737	1396	101	425	1231	57	466	1445	486
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	1415	387	737	1396	101	425	1231	57	466	1445	486
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	168	1415	387	737	1396	101	425	1231	57	466	1445	486
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.47	0.26	0.25	0.47	0.07	0.14	0.27	0.04	0.16	0.32	0.32
Crit Volume:		707		368			213				482	
Crit Moves:		****		****			****				****	

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.226
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	299	1418	228	113	1180	289	432	636	204	148	426	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1418	228	113	1180	289	432	636	204	148	426	85
User Adj:	1.00	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:	315	1493	240	119	1242	304	455	669	215	156	448	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1493	240	119	1242	304	455	669	215	156	448	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	315	1493	240	119	1242	304	455	669	215	156	448	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.50	0.16	0.08	0.41	0.20	0.30	0.22	0.14	0.10	0.30	0.06
Crit Volume:	315				621		455				448	
Crit Moves:	****				****		****				****	

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.878
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	271	1329	86	243	975	233	454	371	236	238	475	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1329	86	243	975	233	454	371	236	238	475	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	285	1399	91	256	1026	245	478	391	248	251	500	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	285	1399	91	256	1026	245	478	391	248	251	500	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:	285	1399	91	256	1026	245	478	391	248	251	500	113
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.22	0.78	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1834	1166	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.47	0.06	0.09	0.34	0.16	0.16	0.21	0.21	0.08	0.17	0.08
Crit Volume:		699		128			239				250	
Crit Moves:		****		****			****				****	

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	1.038
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	301	1781	230	394	1087	347	452	877	251	317	924	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	301	1781	230	394	1087	347	452	877	251	317	924	399
User Adj:	1.00	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:	317	1875	242	415	1144	365	476	923	264	334	973	420
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1875	242	415	1144	365	476	923	264	334	973	420
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	317	1875	242	415	1144	365	476	923	264	334	973	420
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.16	0.14	0.25	0.24	0.16	0.31	0.18	0.11	0.32	0.28
Crit Volume:		625		207			238				486	
Crit Moves:		****		****			****				****	

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.934
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	162	997	34	405	889	62	106	1209	148	227	1435	263
Growth Adj:	1.00	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	997	34	405	889	62	106	1209	148	227	1435	263
User Adj:	1.00	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:	171	1049	36	426	936	65	112	1273	156	239	1511	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	1049	36	426	936	65	112	1273	156	239	1511	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	171	1049	36	426	936	65	112	1273	156	239	1511	277
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.02	0.14	0.31	0.04	0.07	0.28	0.10	0.16	0.34	0.18
Crit Volume:		525		213				424		239		
Crit Moves:		****		****				****		****		

City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Base Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R

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City of Roseville Sierra Vista
Sacramento County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Future Queue Report (cars)

Node	Intersection	Northbound L -- T -- R	Southbound L -- T -- R	Eastbound L -- T -- R	Westbound L -- T -- R

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Roseville Sierra Vista Specific Plan
Sutter County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/Veh	V/C	Future LOS	Del/Veh	V/C	Change in V/C
#303 Pleasent Grove N/Riego	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000
#304 Pleasent Grove S/Riego	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
#316 SR 99 NB Off Ramp / Riego Rd	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000
#317 SR 99 SB Off Ramp/Riego Rd	A	xxxxx	0.207	A	xxxxx	0.207	+ 0.000

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Roseville Sierra Vista Specific Plan
Sutter County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.721
Loss Time (sec): 0 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:	0 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	301	0	90	5	1350	0	0	1230	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	301	0	90	5	1350	0	0	1230	208
User Adj:	1.00	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	0	0	317	0	95	5	1421	0	0	1295	219
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	317	0	95	5	1421	0	0	1295	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:	0	0	0	317	0	95	5	1421	0	0	1295	219
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.07	0.00	0.50	0.00	0.00	0.45	0.15
Crit Volume:		0		317				711		0		
Crit Moves:				****				****		****		

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Roseville Sierra Vista Specific Plan
Sutter County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.763
Loss Time (sec): 0 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:	Permitted			Permitted			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	389	0	64	0	0	0	0	1135	514	131	1048	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:	389	0	64	0	0	0	0	1135	514	131	1048	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	409	0	67	0	0	0	0	1195	541	138	1103	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	409	0	67	0	0	0	0	1195	541	138	1103	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:	409	0	67	0	0	0	0	1195	541	138	1103	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.27	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.36	0.09	0.37	0.00
Crit Volume:	409				0			597		138		
Crit Moves:	****							****		****		

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Roseville Sierra Vista Specific Plan
Sutter County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.471
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	116	0	1055	0	0	0	0	377	6	0	1110	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:	116	0	1055	0	0	0	0	377	6	0	1110	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.00	0.95	0.95	0.95
PHF Volume:	122	0	0	0	0	0	0	397	0	0	1168	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	0	0	0	0	0	0	397	0	0	1168	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	122	0	0	0	0	0	0	397	0	0	1168	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.00	0.00	0.00	0.00	0.00	0.13	0.00	0.00	0.39	0.01
Crit Volume:	122				0			0			584	
Crit Moves:	****							****			****	

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Roseville Sierra Vista Specific Plan
Sutter County Intersections
Cumulative No Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.207
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0 0	0 0	0	1 0	0 0	1	0 0	2 0	1	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	95	0	31	0	270	185	0	312	913
Growth Adj:	1.00	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	95	0	31	0	270	185	0	312	913
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.00
PHF Volume:	0	0	0	100	0	33	0	284	195	0	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	100	0	33	0	284	195	0	328	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	100	0	33	0	284	195	0	328	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.00	0.10	0.14	0.00	0.12	0.00
Crit Volume:			0			100			195		0	
Crit Moves:				****					****	****		

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2025 CUMULATIVE PLUS PROJECT CONDITIONS
WITHOUT PLACER PARKWAY
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	D	xxxxx	0.843	D	xxxxx	0.843	+ 0.000
# 5 Blue Oaks & Crocker Ranch	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 7 Blue Oaks & Fiddyment	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000
# 13 Cirby & Sunrise	E	xxxxx	0.906	E	xxxxx	0.906	+ 0.000
# 14 Cirby Wy & Foothills Bl	E	xxxxx	0.996	E	xxxxx	0.996	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.779	C	xxxxx	0.779	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.928	E	xxxxx	0.928	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.046	F	xxxxx	1.046	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000
# 23 Cirby Wy & Vernon St	E	xxxxx	0.988	E	xxxxx	0.988	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000
# 25 Douglas & Rocky Ridge	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000
# 28 Douglas & Sunrise	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.490	A	xxxxx	0.490	+ 0.000
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 38 Eureka & N. Sunrise	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000
# 39 Eureka & Rocky Ridge	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.371	A	xxxxx	0.371	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.393	A	xxxxx	0.393	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.279	A	xxxxx	0.279	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.519	A	xxxxx	0.519	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000
# 47 Fiddyment & Del Webb/Village G	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
# 50 Foothills & Baseline/Main	E	xxxxx	0.955	E	xxxxx	0.955	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.537	A	xxxxx	0.537	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 55 Foothills Bl & HP South	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000 V/C
# 62 Galleria & Berry	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	B	xxxxx	0.667	B	xxxxx	0.667	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.331	A	xxxxx	0.331	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.264	A	xxxxx	0.264	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.437	A	xxxxx	0.437	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.134	A	xxxxx	0.134	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.293	A	xxxxx	0.293	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.319	A	xxxxx	0.319	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
# 90 Pleasant Grove & Michener	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.008	F	xxxxx	1.008	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.868	D	xxxxx	0.868	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.092	A	xxxxx	0.092	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.585	A	xxxxx	0.585	+ 0.000 V/C
#104 Roseville Parkway & Creekside	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.554	A	xxxxx	0.554	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.854	D	xxxxx	0.854	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
#117 Roseville Pw & Sierra College	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx	0.501	A	xxxxx	0.501	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.389	A	xxxxx	0.389	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.324	A	xxxxx	0.324	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx	0.637	B	xxxxx	0.637	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.395	A	xxxxx	0.395	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.449	A	xxxxx	0.449	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.575	A	xxxxx	0.575	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C

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#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.458	A	xxxxx	0.458	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.709	C	xxxxx	0.709	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	C	xxxxx	0.720	C	xxxxx	0.720	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.231	A	xxxxx	0.231	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.159	A	xxxxx	0.159	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	E	xxxxx	0.946	E	xxxxx	0.946	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.486	A	xxxxx	0.486	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.229	A	xxxxx	0.229	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	F	xxxxx	1.019	F	xxxxx	1.019	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.139	A	xxxxx	0.139	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
#178 Watt Ave & Road A	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
#179 Watt Ave & Road B	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
#181 West Side Dr & Road A	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
#182 West Side Dr & Road B	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
#184 Market St & Road B	A	xxxxx	0.289	A	xxxxx	0.289	+ 0.000 V/C
#185 Market St & Baseline Rd	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
#187 Upland Dr & Road B	A	xxxxx	0.299	A	xxxxx	0.299	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000 V/C
#190 West Side Dr & SV EW Coll	A	xxxxx	0.468	A	xxxxx	0.468	+ 0.000 V/C
#191 Road B & SV NS Coll 3	A	xxxxx	0.192	A	xxxxx	0.192	+ 0.000 V/C
#192 Road B & SV NS Coll 5	A	xxxxx	0.276	A	xxxxx	0.276	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#195 Road B & SV NS Coll 2	A	xxxxx	0.080	A	xxxxx	0.080	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.363	A	xxxxx	0.363	+ 0.000 V/C
#197 Baseline Rd & SV CC2	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
#199 Baseline Rd & SV CC4	A	xxxxx	0.466	A	xxxxx	0.466	+ 0.000 V/C
#200 Watt Ave & Road C	A	xxxxx	0.378	A	xxxxx	0.378	+ 0.000 V/C
#201 West Side Dr & Road C	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	A	xxxxx	0.427	A	xxxxx	0.427	+ 0.000 V/C
#203 West Side Dr & Parkway One	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.515	A	xxxxx	0.515	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000 V/C
#1006 Washington & Main	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.427
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	11	3	29	68	1	13	18	905	7	9	1001	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	3	29	68	1	13	18	905	7	9	1001	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:	11	3	29	68	1	13	18	905	7	9	1001	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	3	29	68	1	13	18	905	7	9	1001	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	3	29	68	1	13	18	905	7	9	1001	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.98	0.02	1.00	2.00	1.00
Final Sat.:	1450	136	1314	1429	21	1450	1450	2878	22	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.31	0.31	0.01	0.35	0.02
Crit Volume:		32			69			18			500	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	110	0	371	0	0	0	0	867	135	546	943	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:	110	0	371	0	0	0	0	867	135	546	943	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	0	371	0	0	0	0	867	135	546	943	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	0	371	0	0	0	0	867	135	546	943	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	0	371	0	0	0	0	867	135	546	943	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.25	0.00	0.00	0.00	0.00	0.29	0.09	0.36	0.31	0.00
Crit Volume:	110			0			433			546		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.520
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	313	0	52	93	790	0	0	747	277
Growth Adj:	1.00	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	313	0	52	93	790	0	0	747	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	313	0	52	93	790	0	0	747	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	313	0	52	93	790	0	0	747	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	313	0	52	93	790	0	0	747	277
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.21	0.00	0.03	0.06	0.26	0.00	0.00	0.25	0.18
Crit Volume:	0			313			93			374		
Crit Moves:				****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.843	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	146	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	190	1162	355	428	790	590	524	1485	84	253	906	309
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1162	355	428	790	590	524	1485	84	253	906	309
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1162	355	428	790	0	524	1485	84	253	906	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1162	355	428	790	0	524	1485	84	253	906	309
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:	190	1162	355	428	790	0	524	1485	84	253	906	309
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.24	0.15	0.18	0.00	0.18	0.34	0.06	0.09	0.21	0.21
Crit Volume:		387		214				495		127		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.630	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	62	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	250	0	39	44	2085	0	0	767	331
Growth Adj:	1.00	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	250	0	39	44	2085	0	0	767	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	39	44	2085	0	0	767	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	39	44	2085	0	0	767	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	250	0	39	44	2085	0	0	767	331
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.03	0.03	0.46	0.00	0.00	0.17	0.22
Crit Volume:				250				695		0		
Crit Moves:				****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec): 120 Critical Vol./Cap. (X): 0.568
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	0	213	0	0	0	0	1917	24	42	768	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:	19	0	213	0	0	0	0	1917	24	42	768	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	19	0	213	0	0	0	0	1917	24	42	768	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	213	0	0	0	0	1917	24	42	768	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	19	0	213	0	0	0	0	1917	24	42	768	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.14	0.00	0.00	0.00	0.00	0.43	0.02	0.03	0.17	0.00
Crit Volume:			213	0				639		0		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec): 120 Critical Vol./Cap. (X): 0.893
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0
Volume Module:												
Base Vol:	42	1121	562	395	788	57	82	914	132	464	285	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1121	562	395	788	57	82	914	132	464	285	93
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	42	1121	0	395	788	57	82	914	0	464	285	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1121	0	395	788	57	82	914	0	464	285	93
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	42	1121	0	395	788	57	82	914	0	464	285	93
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.39	0.00	0.14	0.27	0.04	0.03	0.21	0.00	0.16	0.07	0.06
Crit Volume:		561		198				305		232		
Crit Moves:		****		****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec):	100	Critical Vol./Cap. (X):	0.678
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	304	0	32	22	2815	0	9	1640	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	304	0	32	22	2815	0	9	1640	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	304	0	32	22	2815	0	9	1640	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	304	0	32	22	2815	0	9	1640	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	304	0	32	22	2815	0	9	1640	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.02	0.01	0.47	0.00	0.01	0.27	0.04
Crit Volume:		0		304				704		9		
Crit Moves:				****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec):	100	Critical Vol./Cap. (X):	0.490
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	140	0	2	0	1784	0	0	768	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:	0	0	0	140	0	2	0	1784	0	0	768	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	0	0	140	0	2	0	1784	0	0	768	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	2	0	1784	0	0	768	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	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	2	0	1784	0	0	768	70
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.40	0.00	0.00	0.17	0.05
Crit Volume:		0		140				595		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.702
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	54	40	84	260	59	42	170	2080	77	90	991	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	40	84	260	59	42	170	2080	77	90	991	194
User Adj:	1.00	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:	54	40	84	260	59	42	170	2080	77	90	991	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	40	84	260	59	42	170	2080	77	90	991	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	54	40	84	260	59	42	170	2080	77	90	991	194
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.44	0.33	0.23	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2089	474	337	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.03	0.06	0.12	0.12	0.12	0.12	0.48	0.05	0.06	0.23	0.13
Crit Volume:	54					181		693		90		
Crit Moves:	****					****		****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.930
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	430	587	131	294	423	57	322	2003	865	373	1319	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	430	587	131	294	423	57	322	2003	865	373	1319	348
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	430	587	0	294	423	57	322	2003	865	373	1319	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	587	0	294	423	57	322	2003	865	373	1319	348
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	430	587	0	294	423	57	322	2003	865	373	1319	348
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.00	0.10	0.10	0.04	0.11	0.35	0.60	0.13	0.23	0.24
Crit Volume:		294			147				865	187		
Crit Moves:		****			****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.757
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:	Ovl			Ovl			Ovl			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:	2	0	2 0	1	2	0	2 0	1	2	0	4 0	1
Volume Module:												
Base Vol:	227	403	424	354	277	110	58	1986	319	274	964	218
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	403	424	354	277	110	58	1986	319	274	964	218
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	403	424	354	277	110	58	1986	319	274	964	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	403	424	354	277	110	58	1986	319	274	964	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	227	403	424	354	277	110	58	1986	319	274	964	218
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.29	0.12	0.10	0.08	0.02	0.34	0.22	0.09	0.17	0.15
Crit Volume:			424	177				497		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.906
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2 0	1	2	0	3 0	1	2	0	2 0	1
Volume Module:												
Base Vol:	830	1299	157	103	622	75	179	1103	647	123	556	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	830	1299	157	103	622	75	179	1103	647	123	556	52
User Adj:	1.00	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:	830	1299	157	103	622	75	179	1103	647	123	556	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	1299	157	103	622	75	179	1103	647	123	556	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	830	1299	157	103	622	75	179	1103	647	123	556	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.45	0.11	0.04	0.14	0.05	0.06	0.38	0.45	0.04	0.19	0.04
Crit Volume:		650		52				552		62		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			0.996						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	180			Level Of Service:			E						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Protected			Protected			Permitted			Permitted			
Rights:	Ignore			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:	0	0 2	0 1	2	0 1	0 0	0	0 0	0 0	2	0 0	0 2	
Volume Module:													
Base Vol:	0	498	555	1956	596	0	0	0	0	533	0	1817	
Growth Adj:	1.00	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	498	555	1956	596	0	0	0	0	533	0	1817	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	498	0	1956	596	0	0	0	0	533	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	498	0	1956	596	0	0	0	0	533	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	0	498	0	1956	596	0	0	0	0	533	0	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.17	0.00	0.65	0.40	0.00	0.00	0.00	0.00	0.18	0.00	0.00	
Crit Volume:		249		978				0		267			
Crit Moves:		****		****						****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120			Critical Vol./Cap. (X):			0.571						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	43			Level Of Service:			A						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Ignore			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 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0	
Volume Module:													
Base Vol:	0	0	227	0	0	0	0	2058	20	329	1969	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	227	0	0	0	0	2058	20	329	1969	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	2058	20	329	1969	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	2058	20	329	1969	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	0	2058	20	329	1969	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.97	0.03	2.00	3.00	0.00	
Final Sat.:	0	0	1500	0	0	0	0	4457	43	3000	4500	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.46	0.46	0.11	0.44	0.00	
Crit Volume:	0			0				693		165			
Crit Moves:								****		****			

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.779
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 103 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	15	1	22	5	2099	2	6	2136	10
Growth Adj:	1.00	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	0	21	15	1	22	5	2099	2	6	2136	10
User Adj:	1.00	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:	9	0	21	15	1	22	5	2099	2	6	2136	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	15	1	22	5	2099	2	6	2136	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	15	1	22	5	2099	2	6	2136	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1359	91	1450	1450	2897	3	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.02	0.00	0.72	0.72	0.00	0.74	0.74
Crit Volume:			30			22	5					1073
Crit Moves:			****			****	****					****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	1! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	42	45	86	25	5	53	165	1175	4	19	657	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	45	86	25	5	53	165	1175	4	19	657	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	45	86	25	5	53	165	1175	4	19	657	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	45	86	25	5	53	165	1175	4	19	657	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	45	86	25	5	53	165	1175	4	19	657	240
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.24	0.26	0.50	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.46	0.54
Final Sat.:	364	390	746	1250	250	1500	1500	2990	10	1500	2197	803
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.02	0.02	0.04	0.11	0.39	0.39	0.01	0.30	0.30
Crit Volume:			173			25	165				449	
Crit Moves:			****			****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.928
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	20	13	442	4	1	20	7	1278	41	22	1788	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	13	442	4	1	20	7	1278	41	22	1788	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	13	442	4	1	20	7	1278	41	22	1788	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	13	442	4	1	20	7	1278	41	22	1788	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	13	442	4	1	20	7	1278	41	22	1788	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.39	1.00	0.80	0.20	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	879	571	1450	1160	290	1450	1450	2900	1450	2900	2897	3
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.30	0.00	0.00	0.01	0.00	0.44	0.03	0.01	0.62	0.62
Crit Volume:			442			20	0					895
Crit Moves:			****			****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	112	2	38	70	1	89	32	1152	0	50	614	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	38	70	1	89	32	1152	0	50	614	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	38	70	1	89	32	1152	0	50	614	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	38	70	1	89	32	1152	0	50	614	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	38	70	1	89	32	1152	0	50	614	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.01	0.25	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1068	19	363	1430	20	1450	1450	2900	0	1450	2778	122
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.06	0.02	0.40	0.00	0.03	0.22	0.22
Crit Volume:			152			71		576		50		
Crit Moves:			****			****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap. (X): 1.046
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 2	2	0 2	0 1
Volume Module:												
Base Vol:	1319	798	200	191	306	107	366	1446	1294	381	1144	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1319	798	200	191	306	107	366	1446	1294	381	1144	347
User Adj:	1.00	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:	1319	798	200	191	306	107	366	1446	1294	381	1144	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1319	798	200	191	306	107	366	1446	1294	381	1144	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1319	798	200	191	306	107	366	1446	1294	381	1144	347
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.45	0.28	0.14	0.07	0.07	0.07	0.13	0.33	0.45	0.13	0.39	0.24
Crit Volume:	660			102			183			572		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.425
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0 0	0 0	1	1 0	0 1	1	1 0	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	152	0	220	616	501	0	0	377	670
Growth Adj:	1.00	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	152	0	220	616	501	0	0	377	670
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	152	0	0	616	501	0	0	377	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	0	616	501	0	0	377	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	152	0	0	616	501	0	0	377	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.65	1.35	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2482	2018	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.25	0.25	0.00	0.00	0.13	0.00
Crit Volume:				76				372			189	
Crit Moves:				****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.603
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	2	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	161	0	201	0	0	0	0	1703	25	20	1448	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:	161	0	201	0	0	0	0	1703	25	20	1448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	0	201	0	0	0	0	1703	25	20	1448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	0	201	0	0	0	0	1703	25	20	1448	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:	161	0	201	0	0	0	0	1703	25	20	1448	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.96	0.04	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4435	65	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.13	0.00	0.00	0.00	0.00	0.38	0.38	0.01	0.48	0.00
Crit Volume:			201		0			0			724	
Crit Moves:			****				****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.988
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0	1	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	56	183	76	76	34	307	447	1974	104	89	1977	80
Growth Adj:	1.00	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	183	76	76	34	307	447	1974	104	89	1977	80
User Adj:	1.00	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:	56	183	76	76	34	307	447	1974	104	89	1977	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	183	76	76	34	307	447	1974	104	89	1977	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	56	183	76	76	34	307	447	1974	104	89	1977	80
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.90	0.10	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2755	145	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.05	0.03	0.02	0.21	0.15	0.72	0.72	0.03	0.68	0.06
Crit Volume:		183			38			224			989	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1
Volume Module:												
Base Vol:	308	698	17	398	365	130	145	1039	230	50	976	716
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	698	17	398	365	130	145	1039	230	50	976	716
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:	308	698	17	398	365	130	145	1039	230	50	976	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	698	17	398	365	130	145	1039	230	50	976	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	308	698	17	398	365	130	145	1039	230	50	976	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.21	0.79	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4247	103	4350	3208	1142	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.16	0.09	0.11	0.11	0.05	0.24	0.16	0.02	0.22	0.00
Crit Volume:			238	133			73				325	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.609
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	183	870	234	142	237	75	338	1268	20	90	1058	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	870	234	142	237	75	338	1268	20	90	1058	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	183	870	234	142	237	75	338	1268	0	90	1058	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	870	234	142	237	75	338	1268	0	90	1058	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	183	870	234	142	237	75	338	1268	0	90	1058	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.16	0.05	0.05	0.05	0.12	0.29	0.00	0.03	0.24	0.00
Crit Volume:		290		71			169				353	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap. (X): 0.567
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:		Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	172	57	52	33	44	6	107	1609	109		33	1200	107	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	172	57	52	33	44	6	107	1609	109		33	1200	107	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	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:	172	57	52	33	44	6	107	1609	109		33	1200	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	172	57	52	33	44	6	107	1609	109		33	1200	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	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	172	57	52	33	44	6	107	1609	109		33	1200	0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.81	0.19		1.00	3.00	1.00	
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4074	276		1450	4350	1450	
Capacity Analysis Module:														
Vol/Sat:	0.12	0.04	0.04	0.02	0.03	0.00	0.07	0.39	0.39		0.02	0.28	0.00	
Crit Volume:	172			44					573		33			
Crit Moves:	****			****					****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.521
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:		Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	16	66	38	58	22	41	78	1634	51		44	1174	83	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	16	66	38	58	22	41	78	1634	51		44	1174	83	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	66	38	58	22	41	78	1634	51		44	1174	83	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	16	66	38	58	22	41	78	1634	51		44	1174	83	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	16	66	38	58	22	41	78	1634	51		44	1174	83	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.63	0.37	1.00	0.35	0.65	1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1450	920	530	1450	506	944	1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.07	0.07	0.04	0.04	0.04	0.05	0.38	0.04		0.03	0.27	0.06	
Crit Volume:		104			63			545			44			
Crit Moves:		****			****			****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	308	554	101	79	229	179	398	1846	225	146	1166	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	554	101	79	229	179	398	1846	225	146	1166	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	554	101	79	229	179	398	1846	225	146	1166	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	554	101	79	229	179	398	1846	225	146	1166	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	554	101	79	229	179	398	1846	225	146	1166	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.77	0.23
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5463	337
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.07	0.03	0.05	0.12	0.14	0.42	0.16	0.05	0.21	0.21
Crit Volume:		277			40			615		73		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.436
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	35	1	25	2	1	8	29	1630	72	21	1304	7
Growth Adj:	1.00	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	1	25	2	1	8	29	1630	72	21	1304	7
User Adj:	1.00	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:	35	1	25	2	1	8	29	1630	72	21	1304	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1	25	2	1	8	29	1630	72	21	1304	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1	25	2	1	8	29	1630	72	21	1304	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	56	1394	1450	161	1289	1450	4166	184	1450	4327	23
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.01	0.02	0.39	0.39	0.01	0.30	0.30
Crit Volume:	35				9				567	21		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec): 120 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	312	821	47	950	513	75	100	1136	81	56	1420	619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	821	47	950	513	75	100	1136	81	56	1420	619
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:	312	821	47	950	513	75	100	1136	81	56	1420	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	821	47	950	513	75	100	1136	81	56	1420	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	312	821	47	950	513	75	100	1136	81	56	1420	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.19	0.03	0.22	0.12	0.05	0.03	0.26	0.06	0.02	0.33	0.00
Crit Volume:		274		317			50				473	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	5	3	11	237	6	36	36	1072	8	30	745	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	237	6	36	36	1072	8	30	745	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	3	11	237	6	36	36	1072	8	30	745	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	237	6	36	36	1072	8	30	745	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	3	11	237	6	36	36	1072	8	30	745	233
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.95	0.05	1.00	1.00	1.99	0.01	1.00	1.52	0.48
Final Sat.:	382	229	839	2828	72	1450	1450	2879	21	1450	2209	691
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.02	0.02	0.37	0.37	0.02	0.34	0.34
Crit Volume:				19	122				540	30		
Crit Moves:				****	****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	15	7	30	267	7	189	151	1191	22	47	873	738
Growth Adj:	1.00	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	7	30	267	7	189	151	1191	22	47	873	738
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	7	0	267	7	189	151	1191	22	47	873	738
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	0	267	7	189	151	1191	22	47	873	738
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	0	267	7	189	151	1191	22	47	873	738
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2826	74	1450	1450	2847	53	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.09	0.09	0.13	0.10	0.42	0.42	0.03	0.30	0.51
Crit Volume:	15				0		151					738
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.300
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 0	0 1	1	0 1!	0 0	0	0 1	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	4	432	6	1	0	429	5	0	226	283
Growth Adj:	1.00	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	4	432	6	1	0	429	5	0	226	283
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:	0	0	4	432	6	1	0	429	5	0	226	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	432	6	1	0	429	5	0	226	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	432	6	1	0	429	5	0	226	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.97	0.02	0.01	0.00	1.98	0.02	0.00	1.00	1.00
Final Sat.:	0	0	1500	2952	41	7	0	2965	35	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.14	0.14	0.00	0.15	0.00
Crit Volume:			4	219			0				226	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.492
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	43	0	250	0	0	0	0	926	49	87	568	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:	43	0	250	0	0	0	0	926	49	87	568	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	250	0	0	0	0	926	49	87	568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	250	0	0	0	0	926	49	87	568	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:	43	0	250	0	0	0	0	926	49	87	568	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2849	151	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.32	0.33	0.06	0.19	0.00
Crit Volume:			250	0					488	0		
Crit Moves:			****						****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.360
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0		1	0	0	1	0	
Volume Module:												
Base Vol:	9	0	2	56	3	7	0	904	5	0	531	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:	9	0	2	56	3	7	0	904	5	0	531	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	56	3	7	0	904	5	0	531	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	56	3	7	0	904	5	0	531	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:	9	0	2	56	3	7	0	904	5	0	531	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.30	0.70	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	435	1015	0	2884	16	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.31	0.31	0.00	0.18	0.00
Crit Volume:			11	56				455		0		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.758
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	578	778	209	181	501	181	154	1304	241	234	1699	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:	578	778	209	181	501	181	154	1304	241	234	1699	154
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:	578	778	209	181	501	181	154	1304	241	234	1699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	578	778	209	181	501	181	154	1304	241	234	1699	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	578	778	209	181	501	181	154	1304	241	234	1699	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.18	0.14	0.06	0.12	0.12	0.05	0.30	0.17	0.08	0.39	0.00
Crit Volume:	289				167			77			566	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap. (X):	0.477
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	125	1151	57	183	973	14	25	109	123	71	92	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	1151	57	183	973	14	25	109	123	71	92	71
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	125	1151	0	183	973	0	25	109	0	71	92	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	1151	0	183	973	0	25	109	0	71	92	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	125	1151	0	183	973	0	25	109	0	71	92	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.26	0.00	0.13	0.22	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		384			183			55			71	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.583
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	141	244	109	85	274	328	58	2023	485	65	1488	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	244	109	85	274	328	58	2023	485	65	1488	103
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	141	244	0	85	274	0	58	2023	0	65	1488	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	244	0	85	274	0	58	2023	0	65	1488	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	141	244	0	85	274	0	58	2023	0	65	1488	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.00	0.03	0.06	0.00	0.02	0.47	0.00	0.02	0.26	0.00
Crit Volume:	47			91			674			33		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.541
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1135	85	199	1307	68	247	205	122	63	168	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1135	85	199	1307	68	247	205	122	63	168	77
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1135	0	199	1307	0	247	205	0	63	168	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1135	0	199	1307	0	247	205	0	63	168	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1135	0	199	1307	0	247	205	0	63	168	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.00	0.14	0.30	0.00	0.09	0.07	0.00	0.04	0.06	0.00
Crit Volume:		378			199			124			84	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.371
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	63	7	11	17	17	22	8	414	115	28	851	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	7	11	17	17	22	8	414	115	28	851	15
User Adj:	1.00	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:	63	7	11	17	17	22	8	414	115	28	851	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	7	11	17	17	22	8	414	115	28	851	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	63	7	11	17	17	22	8	414	115	28	851	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.57	0.43	1.00	2.00	1.00
Final Sat.:	1305	145	1450	725	725	1450	1450	2270	630	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.18	0.18	0.02	0.29	0.01
Crit Volume:		70			34		8				426	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.393
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	48	703	9	6	888	7	18	5	53	15	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	703	9	6	888	7	18	5	53	15	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	703	9	6	888	7	18	5	53	15	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	703	9	6	888	7	18	5	53	15	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	703	9	6	888	7	18	5	53	15	1	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.98	0.02	1.00	0.09	0.91	0.94	0.06	1.00
Final Sat.:	1450	2863	37	1450	2877	23	1450	125	1325	1359	91	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.25	0.00	0.31	0.31	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48					448		58			16	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap. (X): 0.447
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	69	183	22	69	277	83	56	160	39	42	265	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	183	22	69	277	83	56	160	39	42	265	110
User Adj:	1.00	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:	69	183	22	69	277	83	56	160	39	42	265	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	183	22	69	277	83	56	160	39	42	265	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	183	22	69	277	83	56	160	39	42	265	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.02	0.05	0.19	0.06	0.04	0.06	0.03	0.03	0.09	0.08
Crit Volume:		183			277		56				133	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap. (X): 0.279
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	1	0
Volume Module:												
Base Vol:	68	647	6	14	408	111	47	0	30	8	1	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	647	6	14	408	111	47	0	30	8	1	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	647	6	14	408	111	47	0	30	8	1	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	647	6	14	408	111	47	0	30	8	1	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	647	6	14	408	111	47	0	30	8	1	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2900	0	1450	1450	39	1411
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.00	0.01	0.14	0.08	0.02	0.00	0.02	0.01	0.03	0.03
Crit Volume:		324		14					30			37
Crit Moves:		****		****					****			****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.401
Loss Time (sec):	9	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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	24	166	71	43	173	138	87	102	15	38	225	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	24	166	71	43	173	138	87	102	15	38	225	50
User Adj:	1.00	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	166	71	43	173	138	87	102	15	38	225	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	166	71	43	173	138	87	102	15	38	225	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:	24	166	71	43	173	138	87	102	15	38	225	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	289	1161	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.04	0.01	0.03	0.08	0.03
Crit Volume:		166			216			87			113	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec):	120	Critical Vol./Cap. (X):	0.519
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	55	195	5	30	280	70	82	92	35	4	221	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	195	5	30	280	70	82	92	35	4	221	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	195	5	30	280	70	82	92	35	4	221	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	195	5	30	280	70	82	92	35	4	221	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	195	5	30	280	70	82	92	35	4	221	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	319	1131	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.03	0.02	0.00	0.08	0.00
Crit Volume:		250			310			82			111	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.568
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	45	260	35	4	285	20	40	119	52	35	429	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	260	35	4	285	20	40	119	52	35	429	19
User Adj:	1.00	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	260	35	4	285	20	40	119	52	35	429	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	260	35	4	285	20	40	119	52	35	429	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	260	35	4	285	20	40	119	52	35	429	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.01	0.93	0.06	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	19	1337	94	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.02	0.21	0.21	0.21	0.03	0.04	0.04	0.02	0.15	0.01
Crit Volume:		260				309	40				215	
Crit Moves:		****				****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.708
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	45	1363	100	54	1130	159	265	96	16	22	26	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1363	100	54	1130	159	265	96	16	22	26	34
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1363	100	54	1130	0	265	96	16	22	26	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1363	100	54	1130	0	265	96	16	22	26	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1363	100	54	1130	0	265	96	16	22	26	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.47	0.07	0.04	0.39	0.00	0.18	0.07	0.01	0.02	0.02	0.02
Crit Volume:		682			54		265				26	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	33	1341	101	48	678	15	214	14	108	139	5	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	1341	101	48	678	15	214	14	108	139	5	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:	33	1341	101	48	678	15	214	14	108	139	5	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1341	101	48	678	15	214	14	108	139	5	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:	33	1341	101	48	678	15	214	14	108	139	5	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.46	0.07	0.03	0.23	0.01	0.15	0.01	0.07	0.10	0.00	0.05
Crit Volume:		671		0			214					77
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100	Critical Vol./Cap. (X):	0.575
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2	0	0	0	0	2	0	1	1	0	0	0	1	0	0	0	0	0
Volume Module:												
Base Vol:	77	1508	0	0	1288	55	108	0	23	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:	77	1508	0	0	1288	55	108	0	23	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	1508	0	0	1288	55	108	0	23	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	1508	0	0	1288	55	108	0	23	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:	77	1508	0	0	1288	55	108	0	23	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.00	0.00	0.43	0.04	0.07	0.00	0.02	0.00	0.00	0.00
Crit Volume:		754		0			108				0	
Crit Moves:	****			****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.955
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	463	1514	57	59	1030	152	197	428	990	63	298	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	463	1514	57	59	1030	152	197	428	990	63	298	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:	463	1514	57	59	1030	152	197	428	990	63	298	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	463	1514	57	59	1030	152	197	428	990	63	298	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:	463	1514	57	59	1030	152	197	428	990	63	298	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.04	0.04	0.18	0.10	0.07	0.15	0.68	0.04	0.07	0.05
Crit Volume:		505		59					990	63		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.554
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	12	1686	394	36	465	9	42	9	19	45	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1686	394	36	465	9	42	9	19	45	1	4
User Adj:	1.00	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:	12	1686	394	36	465	9	42	9	19	45	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1686	394	36	465	9	42	9	19	45	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	1686	394	36	465	9	42	9	19	45	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.43	0.57	1.00	2.94	0.06	0.82	0.18	1.00	1.96	0.04	1.00
Final Sat.:	1450	3526	824	1450	4267	83	1194	256	1450	2837	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.02	0.11	0.11	0.04	0.04	0.01	0.02	0.02	0.00
Crit Volume:			693	36				51		23		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.525
Loss Time (sec): 9 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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	291	1041	141	96	1117	388	83	4	53	55	4	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	1041	141	96	1117	388	83	4	53	55	4	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	291	1041	141	96	1117	388	83	4	0	55	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	1041	141	96	1117	388	83	4	0	55	4	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	291	1041	141	96	1117	388	83	4	0	55	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.91	0.09	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2767	133	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.24	0.10	0.07	0.26	0.27	0.03	0.03	0.00	0.04	0.00	0.00
Crit Volume:	291				372			44		55		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.537
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1950	18	0	2108	0	0	0	0	103	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	1950	18	0	2108	0	0	0	0	103	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1950	18	0	2108	0	0	0	0	103	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1950	18	0	2108	0	0	0	0	103	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1950	18	0	2108	0	0	0	0	103	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.01	0.00	0.47	0.00	0.00	0.00	0.00	0.07	0.00	0.00
Crit Volume:	0				703			0		103		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.784
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	149	908	519	571	616	52	3	80	10	396	396	603
Growth Adj:	1.00	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	908	519	571	616	52	3	80	10	396	396	603
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	149	908	519	571	616	0	3	80	0	396	396	603
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	908	519	571	616	0	3	80	0	396	396	603
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	149	908	519	571	616	0	3	80	0	396	396	603
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.36	0.20	0.21	0.00	0.00	0.03	0.00	0.09	0.27	0.42
Crit Volume:		454		286			2				396	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.693
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	1	1722	137	166	773	35	2	2	4	18	2	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1722	137	166	773	35	2	2	4	18	2	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:	1	1722	137	166	773	35	2	2	4	18	2	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1722	137	166	773	35	2	2	4	18	2	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1722	137	166	773	35	2	2	4	18	2	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	1.00	1.00	1.00	1.80	0.20	1.00
Final Sat.:	1500	3000	1500	1500	4305	195	1500	1500	1500	2700	300	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.09	0.11	0.18	0.18	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		861		166					4	10		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.744
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	1635	116	201	881	107	223	686	186	182	184	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1635	116	201	881	107	223	686	186	182	184	147
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1635	0	201	881	0	223	686	186	182	184	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1635	0	201	881	0	223	686	186	182	184	147
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	1635	0	201	881	0	223	686	186	182	184	147
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.00	0.07	0.20	0.00	0.08	0.24	0.13	0.06	0.04	0.10
Crit Volume:		545		101				343		91		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.538
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	61	1793	32	7	1106	43	75	12	113	72	6	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	1793	32	7	1106	43	75	12	113	72	6	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	1793	32	7	1106	43	75	12	113	72	6	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	1793	32	7	1106	43	75	12	113	72	6	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	61	1793	32	7	1106	43	75	12	113	72	6	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.89	0.11	0.86	0.14	1.00	0.92	0.08	1.00
Final Sat.:	1450	4274	76	1450	4187	163	1250	200	1450	1338	112	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.00	0.26	0.26	0.06	0.06	0.08	0.05	0.05	0.01
Crit Volume:			608		7			87			78	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.846
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	148	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	167	1459	537	91	436	75	597	1573	165	510	664	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	1459	537	91	436	75	597	1573	165	510	664	191
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	167	1459	0	91	436	0	597	1573	0	510	664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	1459	0	91	436	0	597	1573	0	510	664	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	167	1459	0	91	436	0	597	1573	0	510	664	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.00	0.03	0.08	0.00	0.21	0.36	0.00	0.12	0.15	0.00
Crit Volume:		486			45			524		170		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.522
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	1798	20	8	1282	10	47	2	46	36	3	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:	19	1798	20	8	1282	10	47	2	46	36	3	9
User Adj:	1.00	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:	19	1798	20	8	1282	10	47	2	46	36	3	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1798	20	8	1282	10	47	2	46	36	3	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	1798	20	8	1282	10	47	2	46	36	3	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.50	0.02	0.48	0.75	0.06	0.19
Final Sat.:	1450	4302	48	1450	4316	34	717	31	702	1088	91	272
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.01	0.30	0.30	0.07	0.07	0.07	0.03	0.03	0.03
Crit Volume:		606			8			95			48	
Crit Moves:		****			****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.659
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	113	1999	93	136	1856	40	102	246	194	167	45	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:	113	1999	93	136	1856	40	102	246	194	167	45	39
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	113	1999	0	136	1856	40	102	246	194	167	45	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1999	0	136	1856	40	102	246	194	167	45	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	113	1999	0	136	1856	40	102	246	194	167	45	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.94	0.06	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4258	92	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.46	0.00	0.05	0.44	0.44	0.07	0.08	0.13	0.06	0.02	0.00
Crit Volume:		666		68					194	84		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.450
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	18	1446	61	153	1882	38	4	1	11	46	4	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1446	61	153	1882	38	4	1	11	46	4	112
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	18	1446	0	153	1882	38	4	1	0	46	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1446	0	153	1882	38	4	1	0	46	4	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	18	1446	0	153	1882	38	4	1	0	46	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.00	0.05	0.43	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	9				627		1			15		
Crit Moves:	****				****		****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.651
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	33	1602	3	11	1669	14	74	0	97	3	0	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:	33	1602	3	11	1669	14	74	0	97	3	0	8
User Adj:	1.00	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:	33	1602	3	11	1669	14	74	0	97	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1602	3	11	1669	14	74	0	97	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	1602	3	11	1669	14	74	0	97	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2895	5	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.01	0.58	0.01	0.05	0.00	0.07	0.00	0.00	0.01
Crit Volume:	33			835			74			3		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.800
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	859	648	42	1034	694	165	284	1152	599	51	1431	567
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	859	648	42	1034	694	165	284	1152	599	51	1431	567
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	859	648	0	1034	694	0	284	1152	0	51	1431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	859	648	0	1034	694	0	284	1152	0	51	1431	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	859	648	0	1034	694	0	284	1152	0	51	1431	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.30	0.15	0.00	0.24	0.16	0.00	0.10	0.20	0.00	0.02	0.25	0.00
Crit Volume:	430			231			142			358		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap. (X):	0.667
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	30	1218	7	12	1260	459	379	17	303	2	2	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1218	7	12	1260	459	379	17	303	2	2	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1218	7	12	1260	459	379	17	303	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1218	7	12	1260	459	379	17	303	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	1218	7	12	1260	459	379	17	303	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.05	0.95	1.00	1.00	1.00
Final Sat.:	2900	2883	17	1450	2900	1450	2900	77	1373	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.01	0.43	0.32	0.13	0.22	0.22	0.00	0.00	0.00
Crit Volume:	15			630			320			2		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.422
Loss Time (sec):	12	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:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	33	806	2	37	458	93	214	17	32	25	14	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:	33	806	2	37	458	93	214	17	32	25	14	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	806	2	37	458	93	214	17	32	25	14	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	806	2	37	458	93	214	17	32	25	14	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	806	2	37	458	93	214	17	32	25	14	26
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.66	0.34	1.63	0.13	0.24	0.64	0.36	1.00
Final Sat.:	1450	2893	7	1450	2411	489	2360	187	353	929	521	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.03	0.19	0.19	0.09	0.09	0.09	0.03	0.03	0.02
Crit Volume:		404			37			132			39	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.667
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0 2.0	0 1.0	2.0	0 2.0	0 0.0	0	0 0.0	0 0.0	2.0	0 0.0	0 1.0
Volume Module:												
Base Vol:	0	706	346	831	611	0	0	0	0	201	0	647
Growth Adj:	1.00	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	706	346	831	611	0	0	0	0	201	0	647
User Adj:	1.00	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	706	346	831	611	0	0	0	0	201	0	647
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	706	346	831	611	0	0	0	0	201	0	647
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	706	346	831	611	0	0	0	0	201	0	647
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.23	0.28	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.43
Crit Volume:		353		0			0					647
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap. (X): 0.331
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0 1.0	1 0	0	1 0.0	1 0.0	0	1 0.0	1 0.0
Volume Module:												
Base Vol:	23	847	19	11	560	9	22	3	9	28	2	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	847	19	11	560	9	22	3	9	28	2	7
User Adj:	1.00	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:	23	847	19	11	560	9	22	3	9	28	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	847	19	11	560	9	22	3	9	28	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	847	19	11	560	9	22	3	9	28	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2934	66	1500	2953	47	1320	180	1500	1400	100	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.01	0.19	0.19	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:			433	11				25		28		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.600
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	6	60	12	362	17	39	62	941	3	1	243	162
Growth Adj:	1.00	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	60	12	362	17	39	62	941	3	1	243	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	60	12	362	17	39	62	941	3	1	243	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	60	12	362	17	39	62	941	3	1	243	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	60	12	362	17	39	62	941	3	1	243	162
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.09	0.91	1.00	0.96	0.04	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	136	1364	1500	1433	67	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.25	0.25	0.03	0.04	0.31	0.00	0.00	0.08	0.11
Crit Volume:		66		362				471		1		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.444
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	76	0	106	0	0	0	0	979	146	101	197	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:	76	0	106	0	0	0	0	979	146	101	197	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	0	106	0	0	0	0	979	146	101	197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	0	106	0	0	0	0	979	146	101	197	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:	76	0	106	0	0	0	0	979	146	101	197	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.33	0.10	0.07	0.07	0.00
Crit Volume:	76			0				489		101		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.646
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	43	0	409	846	1421	0	0	1007	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:	0	0	0	43	0	409	846	1421	0	0	1007	44
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	43	0	409	846	1421	0	0	1007	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	43	0	409	846	1421	0	0	1007	44
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	43	0	409	846	1421	0	0	1007	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.14	0.28	0.47	0.00	0.00	0.34	0.03
Crit Volume:			0			43		423			504	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.622
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	147	278	87	128	205	140	184	754	5	30	191	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	278	87	128	205	140	184	754	5	30	191	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	278	87	128	205	140	184	754	5	30	191	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	278	87	128	205	140	184	754	5	30	191	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	147	278	87	128	205	140	184	754	5	30	191	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.76	0.24	1.00	0.59	0.41	1.00	1.99	0.01	1.00	1.41	0.59
Final Sat.:	1450	1104	346	1450	862	588	1450	2881	19	1450	2051	849
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.09	0.24	0.24	0.13	0.26	0.26	0.02	0.09	0.09
Crit Volume:			365			128			380		30	
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	92	92	116	49	21	46	1254	12	74	349	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	92	92	116	49	21	46	1254	12	74	349	52
User Adj:	1.00	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:	11	92	92	116	49	21	46	1254	12	74	349	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	92	92	116	49	21	46	1254	12	74	349	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	92	92	116	49	21	46	1254	12	74	349	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.01	0.03	0.43	0.01	0.05	0.12	0.04
Crit Volume:		92		116				627		74		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ovl			Ovl			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 1	0	1	0 1	1 0
Volume Module:												
Base Vol:	49	14	150	54	12	7	3	989	26	71	239	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	14	150	54	12	7	3	989	26	71	239	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	14	150	54	12	7	3	989	26	71	239	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	14	150	54	12	7	3	989	26	71	239	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	14	150	54	12	7	3	989	26	71	239	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.82	0.18	1.00	1.00	1.95	0.05	1.00	1.95	0.05
Final Sat.:	1128	322	1450	1186	264	1450	1450	2826	74	1450	2829	71
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.10	0.05	0.05	0.00	0.00	0.35	0.35	0.05	0.08	0.08
Crit Volume:			150		66				508	0		
Crit Moves:			****		****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.405
Loss Time (sec): 9 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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	73	0	14	13	1042	0	0	255	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:	0	0	0	73	0	14	13	1042	0	0	255	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:	0	0	0	73	0	14	13	1042	0	0	255	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	14	13	1042	0	0	255	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:	0	0	0	73	0	14	13	1042	0	0	255	30
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.84	0.00	0.16	1.00	2.00	0.00	0.00	1.79	0.21
Final Sat.:	0	0	0	1259	0	241	1500	3000	0	0	2684	316
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.35	0.00	0.00	0.09	0.10
Crit Volume:	0					87		521		0		
Crit Moves:						****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	168	945	0	1	565	141	427	2	801	7	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	945	0	1	565	141	427	2	801	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	168	945	0	1	565	141	427	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	945	0	1	565	141	427	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	168	945	0	1	565	141	427	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2886	14	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.00	0.00	0.19	0.10	0.15	0.15	0.00	0.00	0.00	0.00
Crit Volume:		472			1			215		7		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.559
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	29	267	86	181	128	119	925	711	37	40	249	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	267	86	181	128	119	925	711	37	40	249	216
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	29	267	0	181	128	0	925	711	0	40	249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	267	0	181	128	0	925	711	0	40	249	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	29	267	0	181	128	0	925	711	0	40	249	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.00	0.06	0.04	0.00	0.32	0.25	0.00	0.01	0.09	0.00
Crit Volume:		134			91			463			125	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.530
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	440	343	105	87	489	88	180	632	322	69	347	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	440	343	105	87	489	88	180	632	322	69	347	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:	440	343	105	87	489	88	180	632	322	69	347	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	440	343	105	87	489	88	180	632	322	69	347	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:	440	343	105	87	489	88	180	632	322	69	347	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.08	0.07	0.03	0.11	0.06	0.12	0.22	0.22	0.05	0.12	0.05
Crit Volume:	220				163			316			69	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.457
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	369	542	64	2	243	81	43	331	297	20	147	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	369	542	64	2	243	81	43	331	297	20	147	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	369	542	0	2	243	81	43	331	0	20	147	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	369	542	0	2	243	81	43	331	0	20	147	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	369	542	0	2	243	81	43	331	0	20	147	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.25	0.75	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3263	1088	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.25	0.19	0.00	0.00	0.07	0.07	0.03	0.11	0.00	0.01	0.05	0.00
Crit Volume:	369				108			166		20		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.264
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	642	49	41	546	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	642	49	41	546	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	642	49	41	546	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	642	49	41	546	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:	34	0	14	0	0	0	0	642	49	41	546	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.21	0.03	0.03	0.18	0.00
Crit Volume:	34				0			321		41		
Crit Moves:	****							****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	30	309	169	229	503	81	84	6	15	76	8	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	309	169	229	503	81	84	6	15	76	8	186
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	309	169	229	503	81	84	6	15	76	8	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	309	169	229	503	81	84	6	15	76	8	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	309	169	229	503	81	84	6	15	76	8	186
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.87	0.13	1.00	0.90	0.10	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2707	193	1450	1312	138	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.12	0.16	0.12	0.06	0.03	0.03	0.01	0.06	0.06	0.13
Crit Volume:			169	229				45			84	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.437
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	482	6	320	566	0	0	0	0	58	0	175
Growth Adj:	1.00	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	482	6	320	566	0	0	0	0	58	0	175
User Adj:	1.00	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	482	6	320	566	0	0	0	0	58	0	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	482	6	320	566	0	0	0	0	58	0	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	482	6	320	566	0	0	0	0	58	0	175
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.00	0.21	0.13	0.00	0.00	0.00	0.00	0.02	0.00	0.12
Crit Volume:		161		320			0					175
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	36	696	86	237	551	18	16	2	16	36	2	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	696	86	237	551	18	16	2	16	36	2	173
User Adj:	1.00	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:	36	696	86	237	551	18	16	2	16	36	2	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	696	86	237	551	18	16	2	16	36	2	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	36	696	86	237	551	18	16	2	16	36	2	173
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	3.00	1.00	0.89	0.11	1.00	0.95	0.05	1.00
Final Sat.:	1450	2581	319	1450	4350	1450	1289	161	1450	1374	76	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.16	0.13	0.01	0.01	0.01	0.01	0.03	0.03	0.12
Crit Volume:			391	237				18			38	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.134
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	23	1	22	13	2	5	1	151	24	23	251	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	22	13	2	5	1	151	24	23	251	4
User Adj:	1.00	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:	23	1	22	13	2	5	1	151	24	23	251	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	22	13	2	5	1	151	24	23	251	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1	22	13	2	5	1	151	24	23	251	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.50	0.02	0.48	0.65	0.10	0.25	1.00	1.73	0.27	1.00	1.97	0.03
Final Sat.:	725	32	693	943	145	363	1450	2502	398	1450	2855	45
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.09	0.09
Crit Volume:			46		20			1			128	
Crit Moves:			****		****			****			****	

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2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.293
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0 1 1	0	1	0 1 0
Volume Module:												
Base Vol:	6	0	12	67	0	37	181	665	10	8	224	127
Growth Adj:	1.00	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	0	12	67	0	37	181	665	10	8	224	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	67	0	37	181	665	10	8	224	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	67	0	37	181	665	10	8	224	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	0	12	67	0	37	181	665	10	8	224	127
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.28	0.72
Final Sat.:	1450	0	1450	1450	0	1450	1450	2857	43	1450	1851	1049
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.03	0.12	0.23	0.23	0.01	0.12	0.12
Crit Volume:			12	67					338	8		
Crit Moves:			****	****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.546
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	420	565	370	41	965	139	78	214	155	307	261	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	420	565	370	41	965	139	78	214	155	307	261	20
User Adj:	1.00	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:	420	565	370	41	965	139	78	214	155	307	261	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	565	370	41	965	139	78	214	155	307	261	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	420	565	370	41	965	139	78	214	155	307	261	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.26	0.01	0.22	0.10	0.03	0.07	0.11	0.11	0.09	0.01
Crit Volume:	210				322			107		154		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.797
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	375	1463	877	12	1080	29	63	746	494	704	359	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:	375	1463	877	12	1080	29	63	746	494	704	359	32
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	375	1463	0	12	1080	0	63	746	0	704	359	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	1463	0	12	1080	0	63	746	0	704	359	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	375	1463	0	12	1080	0	63	746	0	704	359	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.00	0.00	0.25	0.00	0.02	0.26	0.00	0.16	0.25	0.00
Crit Volume:	188				360			373		235		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.681
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	107	21	55	125	7	9	20	2337	23	63	1374	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	21	55	125	7	9	20	2337	23	63	1374	67
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	107	21	0	125	7	0	20	2337	0	63	1374	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	21	0	125	7	0	20	2337	0	63	1374	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	107	21	0	125	7	0	20	2337	0	63	1374	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.01	0.00	0.09	0.00	0.00	0.01	0.54	0.00	0.04	0.32	0.00
Crit Volume:		21			125			779		63		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.319
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	5	415	152	53	912	8	14	18	46	214	12	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	415	152	53	912	8	14	18	46	214	12	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	415	152	53	912	8	14	18	46	214	12	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	415	152	53	912	8	14	18	46	214	12	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	415	152	53	912	8	14	18	46	214	12	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.22	0.78
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	316	1134
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.04	0.21	0.01	0.01	0.01	0.03	0.07	0.04	0.04
Crit Volume:	5			304					46	107		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap. (X): 0.556
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	178	120	52	124	113	137	987	11	82	448	86
Growth Adj:	1.00	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	178	120	52	124	113	137	987	11	82	448	86
User Adj:	1.00	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:	20	178	120	52	124	113	137	987	11	82	448	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	178	120	52	124	113	137	987	11	82	448	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	20	178	120	52	124	113	137	987	11	82	448	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.08	0.04	0.09	0.08	0.09	0.34	0.01	0.06	0.15	0.06
Crit Volume:		178		52				493		82		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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	0	0	0	1	1	0	2	0	0	0	2	0 1
Volume Module:														
Base Vol:	0	0	0	78	0	52	52	1640	0		0	1013	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:	0	0	0	78	0	52	52	1640	0		0	1013	24	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0	78	0	52	52	1640	0		0	1013	24	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	0	0	0	78	0	52	52	1640	0		0	1013	24	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	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	78	0	52	52	1640	0		0	1013	24	
Saturation Flow Module:														
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00		0.00	2.00	1.00	
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0		0	3000	1500	
Capacity Analysis Module:														
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.03	0.03	0.55	0.00		0.00	0.34	0.02	
Crit Volume:			0			78		820			0			
Crit Moves:				****				****			****			

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.447
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	T	R	L	T	R	L	T	R		L	T	R	
Control:	Protected			Protected			Protected				Protected			
Rights:	Ovl			Ovl			Ovl				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	1	0	1	1	0	1	0	1	1	0	2	0 1
Volume Module:														
Base Vol:	9	27	50	17	7	13	26	1119	4		45	615	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:	9	27	50	17	7	13	26	1119	4		45	615	56	
User Adj:	1.00	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:	9	27	50	17	7	13	26	1119	4		45	615	56	
Reduct Vol:	0	0	0	0	0	0	0	0	0		0	0	0	
Reduced Vol:	9	27	50	17	7	13	26	1119	4		45	615	56	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	27	50	17	7	13	26	1119	4		45	615	56	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:														
Vol/Sat:	0.01	0.02	0.03	0.01	0.00	0.01	0.02	0.39	0.00		0.03	0.21	0.04	
Crit Volume:			27			17		560			45			
Crit Moves:		****			****			****			****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	25	0	6	10	1644	0	0	1025	4
Growth Adj:	1.00	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	25	0	6	10	1644	0	0	1025	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	6	10	1644	0	0	1025	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	6	10	1644	0	0	1025	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	25	0	6	10	1644	0	0	1025	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.81	0.00	0.19	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1210	0	290	1500	3000	0	0	2988	12
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.55	0.00	0.00	0.34	0.34
Crit Volume:				0	25			822		0		
Crit Moves:					****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.008
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	452	1058	464	166	747	58	34	1317	992	821	791	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	1058	464	166	747	58	34	1317	992	821	791	200
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	452	1058	0	166	747	0	34	1317	0	821	791	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1058	0	166	747	0	34	1317	0	821	791	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	452	1058	0	166	747	0	34	1317	0	821	791	0
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:																				
Vol/Sat:	0.10	0.36	0.00	0.06	0.17	0.00	0.01	0.30	0.00	0.28	0.18	0.00
Crit Volume:		529		83			439			411		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.584
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	106	0	21	2	1541	0	0	987	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	106	0	21	2	1541	0	0	987	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	106	0	21	2	1541	0	0	987	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	106	0	21	2	1541	0	0	987	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	106	0	21	2	1541	0	0	987	54
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.00	0.51	0.00	0.00	0.33	0.04
Crit Volume:		0		106				771		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	143	1594	96	174	1847	114	168	7	108	31	2	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1594	96	174	1847	114	168	7	108	31	2	19
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	143	1594	0	174	1847	0	168	7	0	31	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1594	0	174	1847	0	168	7	0	31	2	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	143	1594	0	174	1847	0	168	7	0	31	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.00	0.06	0.42	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Crit Volume:	72				616		84				2	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.868
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	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:	Ignore			Ovl			Ovl			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:	2	0	2 0	1	2	0	3 0	1	2	0	3 0	1
Volume Module:												
Base Vol:	139	1086	316	98	469	251	159	1763	65	159	956	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1086	316	98	469	251	159	1763	65	159	956	133
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	139	1086	0	98	469	251	159	1763	65	159	956	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1086	0	98	469	251	159	1763	65	159	956	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	139	1086	0	98	469	251	159	1763	65	159	956	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.03	0.11	0.17	0.05	0.41	0.04	0.05	0.16	0.00
Crit Volume:		543		49				588		80		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
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	0 0	1	0	0	0 0	0	0	2 1	0	1 0
Volume Module:												
Base Vol:	148	0	216	0	0	0	0	2189	11	71	908	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:	148	0	216	0	0	0	0	2189	11	71	908	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	0	216	0	0	0	0	2189	11	71	908	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	0	216	0	0	0	0	2189	11	71	908	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:	148	0	216	0	0	0	0	2189	11	71	908	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.98	0.02	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4478	23	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.14	0.00	0.00	0.00	0.00	0.49	0.49	0.05	0.20	0.00
Crit Volume:	148				0			733		71		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.647
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	154	732	549	150	468	131	132	1464	241	19	782	256
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	732	549	150	468	131	132	1464	241	19	782	256
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	154	732	0	150	468	0	132	1464	0	19	782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	732	0	150	468	0	132	1464	0	19	782	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	154	732	0	150	468	0	132	1464	0	19	782	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.00	0.05	0.16	0.00	0.05	0.34	0.00	0.01	0.18	0.00
Crit Volume:		366			75			488			10	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.540
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	2	1391	20	63	268	5	7	2	3	6	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1391	20	63	268	5	7	2	3	6	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1391	20	63	268	5	7	2	3	6	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1391	20	63	268	5	7	2	3	6	0	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:	2	1391	20	63	268	5	7	2	3	6	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.96	0.04	0.78	0.22	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2847	53	1128	322	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.09	0.09	0.01	0.01	0.00	0.00	0.00	0.01
Crit Volume:		706			63			9			6	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	1279	3	27	258	0	0	0	0	76	17	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1279	3	27	258	0	0	0	0	76	17	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1279	3	27	258	0	0	0	0	76	17	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1279	3	27	258	0	0	0	0	76	17	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1279	3	27	258	0	0	0	0	76	17	132
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.68	0.32	1.00
Final Sat.:	0	2993	7	1500	3000	0	0	0	0	1013	487	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.09	0.00	0.00	0.00	0.00	0.08	0.03	0.09
Crit Volume:			641	0			0					132
Crit Moves:			****	****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	11	1295	86	61	265	3	6	26	35	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1295	86	61	265	3	6	26	35	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1295	86	61	265	0	6	26	35	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1295	86	61	265	0	6	26	35	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	11	1295	86	61	265	0	6	26	35	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2719	181	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.04	0.09	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:			691	61				32			65	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.092
Loss Time (sec): 0 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	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	0	0	1	1	0	2	0	0	1	0	2	0	1
Volume Module:																
Base Vol:	0	0	0	34	0	3	21	147	0	0	167	55				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	0	0	0	34	0	3	21	147	0	0	167	55				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	34	0	3	21	147	0	0	167	55				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	34	0	3	21	147	0	0	167	55				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	34	0	3	21	147	0	0	167	55				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00				
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.06	0.04				
Crit Volume:			0			34			21			84				
Crit Moves:				****			****				****					

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap. (X): 0.585
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																
Base Vol:	112	0	132	0	0	0	0	2017	84	73	1809	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:	112	0	132	0	0	0	0	2017	84	73	1809	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	112	0	132	0	0	0	0	2017	84	73	1809	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	112	0	132	0	0	0	0	2017	84	73	1809	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:	112	0	132	0	0	0	0	2017	84	73	1809	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0				
Capacity Analysis Module:																
Vol/Sat:	0.07	0.00	0.09	0.00	0.00	0.00	0.00	0.45	0.06	0.05	0.40	0.00				
Crit Volume:			132			0			672			73				
Crit Moves:			****						****			****				

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	0
Volume Module:												
Base Vol:	3	9	4	73	2	74	96	2031	24	51	1792	423
Growth Adj:	1.00	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	9	4	73	2	74	96	2031	24	51	1792	423
User Adj:	1.00	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:	3	9	4	73	2	74	96	2031	24	51	1792	423
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	4	73	2	74	96	2031	24	51	1792	423
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	4	73	2	74	96	2031	24	51	1792	423
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2823	77	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.03	0.03	0.05	0.07	0.47	0.02	0.04	0.41	0.29
Crit Volume:		9			38			677		51		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120	Critical Vol./Cap. (X):	0.883
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	159	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	7	10	20	410	4	251	255	1887	8	5	1605	911
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	10	20	410	4	251	255	1887	8	5	1605	911
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	10	20	410	4	251	255	1887	8	5	1605	911
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	10	20	410	4	251	255	1887	8	5	1605	911
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	10	20	410	4	251	255	1887	8	5	1605	911
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	2.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	618	882	1500	4457	43	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.17	0.17	0.42	0.01	0.00	0.36	0.61
Crit Volume:			20	138			255					911
Crit Moves:			****	****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.749
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	1	0 2	0	1	2	0	3	0 1
Volume Module:												
Base Vol:	336	130	121	8	90	48	295	2228	390	287	1887	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:	336	130	121	8	90	48	295	2228	390	287	1887	32
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	336	130	0	8	90	48	295	2228	0	287	1887	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	130	0	8	90	48	295	2228	0	287	1887	32
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	336	130	0	8	90	48	295	2228	0	287	1887	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.16	0.84	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3136	1214	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.00	0.01	0.03	0.03	0.10	0.51	0.00	0.10	0.43	0.02
Crit Volume:	155			45			743			144		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.554
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0	1	2 0 4 0 1
Volume Module:												
Base Vol:	206	76	221	8	21	2	13	2026	116	269	2242	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	76	221	8	21	2	13	2026	116	269	2242	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	206	76	0	8	21	0	13	2026	0	269	2242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	76	0	8	21	0	13	2026	0	269	2242	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	206	76	0	8	21	0	13	2026	0	269	2242	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.46	0.54	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2118	782	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.01	0.01	0.00	0.00	0.35	0.00	0.09	0.39	0.00
Crit Volume:	141			21			507			135		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0	87	0	483	336	1928	2	0	1683		83			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
Initial Bse:	2	0	0	87	0	483	336	1928	2	0	1683		83			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
PHF Volume:	2	0	0	87	0	483	336	1928	2	0	1683		83			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0			
Reduced Vol:	2	0	0	87	0	483	336	1928	2	0	1683		83			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
FinalVolume:	2	0	0	87	0	483	336	1928	2	0	1683		83			
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450			
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00			
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00		1.00			
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350		1450			
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.17	0.12	0.44	0.44	0.00	0.39		0.06			
Crit Volume:	2					242	0				561					
Crit Moves:	****					****	****				****					

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.854
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	262	178	303		578	135	119		196	1944	58		151	1872	179	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	262	178	303		578	135	119		196	1944	58		151	1872	179	
User Adj:	1.00	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:	262	178	303		578	135	119		196	1944	58		151	1872	179	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	262	178	303		578	135	119		196	1944	58		151	1872	179	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	178	303		578	135	119		196	1944	58		151	1872	179	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.04	0.21		0.20	0.03	0.08		0.07	0.34	0.04		0.05	0.43	0.12	
Crit Volume:			303		289				98					624		
Crit Moves:			****		****				****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.468
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0	4	0	1	1	0	4	0	1
Volume Module:												
Base Vol:	52	1	43	16	1	66	35	2171	6	10	2399	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:	52	1	43	16	1	66	35	2171	6	10	2399	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	52	1	0	16	1	0	35	2171	0	10	2399	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1	0	16	1	0	35	2171	0	10	2399	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	52	1	0	16	1	0	35	2171	0	10	2399	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1423	27	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.37	0.00	0.01	0.41	0.00
Crit Volume:		53			9			18			600	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	1504	47	127	1793	0	0	0	0	183	0	277
Growth Adj:	1.00	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	1504	47	127	1793	0	0	0	0	183	0	277
User Adj:	1.00	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	1504	47	127	1793	0	0	0	0	183	0	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1504	47	127	1793	0	0	0	0	183	0	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1504	47	127	1793	0	0	0	0	183	0	277
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.08	0.40	0.00	0.00	0.00	0.00	0.12	0.00	0.18
Crit Volume:		501			127			0			183	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.539
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	450	582	170	77	364	3	5	112	374	83	528	468
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	582	170	77	364	3	5	112	374	83	528	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	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:	450	582	170	77	364	3	5	112	374	83	528	468
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	582	170	77	364	3	5	112	374	83	528	468
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	450	582	170	77	364	3	5	112	374	83	528	468
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.12	0.03	0.08	0.00	0.00	0.04	0.26	0.06	0.18	0.32
Crit Volume:	225			121			5					468
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec):	120	Critical Vol./Cap. (X):	0.611
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	199	1535	2	23	1797	68	30	11	144	10	19	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:	199	1535	2	23	1797	68	30	11	144	10	19	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	199	1535	2	23	1797	68	30	11	0	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1535	2	23	1797	68	30	11	0	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	199	1535	2	23	1797	68	30	11	0	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.46	0.54	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	2122	778	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.00	0.02	0.41	0.05	0.01	0.01	0.00	0.01	0.05	0.05
Crit Volume:	199			599			21					67
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 9 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:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	109	0	71	0	0	0	0	877	19	26	1010	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:	109	0	71	0	0	0	0	877	19	26	1010	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	0	71	0	0	0	0	877	19	26	1010	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	0	71	0	0	0	0	877	19	26	1010	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:	109	0	71	0	0	0	0	877	19	26	1010	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.01	0.02	0.34	0.00
Crit Volume:	109				0			0			505	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	93	1537	79	87	1422	259	135	74	155	12	3	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1537	79	87	1422	259	135	74	155	12	3	65
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1537	0	87	1422	259	135	74	155	12	3	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1537	0	87	1422	259	135	74	155	12	3	65
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1537	0	87	1422	259	135	74	155	12	3	65
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	3680	670	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.00	0.03	0.39	0.39	0.09	0.05	0.11	0.01	0.00	0.04
Crit Volume:	93				560				155	12		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	122	1429	0		0	1769	211		116	0	88		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:	122	1429	0		0	1769	211		116	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	122	1429	0		0	1769	211		116	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	122	1429	0		0	1769	211		116	0	88		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:	122	1429	0		0	1769	211		116	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500	0		0	4500	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.32	0.00		0.00	0.39	0.14		0.04	0.00	0.06		0.00	0.00	0.00	
Crit Volume:	61					590			58					0		
Crit Moves:	****					****			****							

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	556	1451	10		46	572	134		128	91	639		42	339	198	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	556	1451	10		46	572	134		128	91	639		42	339	198	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	556	1451	0		46	572	0		128	91	0		42	339	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	556	1451	0		46	572	0		128	91	0		42	339	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	556	1451	0		46	572	0		128	91	0		42	339	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.19	0.33	0.00		0.02	0.13	0.00		0.04	0.03	0.00		0.01	0.12	0.00	
Crit Volume:		484				23			64					170		
Crit Moves:		****				****			****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.553
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1!.0	0
Volume Module:												
Base Vol:	48	1255	8	1	743	18	21	5	117	48	3	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1255	8	1	743	18	21	5	117	48	3	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1255	8	1	743	18	21	5	117	48	3	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1255	8	1	743	18	21	5	117	48	3	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1255	8	1	743	18	21	5	117	48	3	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.86	0.05	0.09
Final Sat.:	1450	2900	1450	1450	2900	1450	1171	279	1450	1243	78	129
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.01	0.00	0.26	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:		628		1					117		56	
Crit Moves:		****		****					****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	1
Volume Module:												
Base Vol:	15	1016	7	7	477	6	46	2	31	21	2	95
Growth Adj:	1.00	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	1016	7	7	477	6	46	2	31	21	2	95
User Adj:	1.00	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:	15	1016	7	7	477	6	46	2	31	21	2	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1016	7	7	477	6	46	2	31	21	2	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	15	1016	7	7	477	6	46	2	31	21	2	95
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.98	0.02	0.96	0.04	1.00	0.91	0.09	1.00
Final Sat.:	1450	2880	20	1450	2864	36	1390	60	1450	1324	126	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.00	0.17	0.17	0.03	0.03	0.02	0.02	0.02	0.07
Crit Volume:		512		0				48				95
Crit Moves:		****		****				****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.624
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	1	721	43	196	480	34	96	513	3	108	796	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	721	43	196	480	34	96	513	3	108	796	373
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	721	0	196	480	0	96	513	0	108	796	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	721	0	196	480	0	96	513	0	108	796	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	721	0	196	480	0	96	513	0	108	796	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.07	0.17	0.00	0.03	0.18	0.00	0.04	0.27	0.00
Crit Volume:		361			98			48			398	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.512
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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			Ovl			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!	0 0	0	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	76	41	6	14	3	48	233	389	24	2	731	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:	76	41	6	14	3	48	233	389	24	2	731	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	41	6	14	3	48	233	389	24	2	731	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	41	6	14	3	48	233	389	24	2	731	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	41	6	14	3	48	233	389	24	2	731	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.33	0.05	0.82	0.18	1.00	1.00	1.88	0.12	1.00	1.98	0.02
Final Sat.:	896	483	71	1194	256	1450	1450	2731	169	1450	2869	31
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.01	0.01	0.03	0.16	0.14	0.14	0.00	0.25	0.25
Crit Volume:		123			17			233			370	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.751
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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:	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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	538	405	322	77	0	0	0	0	242	0	267
Growth Adj:	1.00	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	538	405	322	77	0	0	0	0	242	0	267
User Adj:	1.00	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	538	405	322	77	0	0	0	0	242	0	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	538	405	322	77	0	0	0	0	242	0	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	538	405	322	77	0	0	0	0	242	0	267
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.27	0.21	0.05	0.00	0.00	0.00	0.00	0.16	0.00	0.18
Crit Volume:		538		322			0					267
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap. (X): 0.287
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	2 0	1	0	2 0
Volume Module:												
Base Vol:	6	0	23	52	0	175	65	225	11	18	293	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	0	23	52	0	175	65	225	11	18	293	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	23	52	0	175	65	225	11	18	293	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	23	52	0	175	65	225	11	18	293	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	23	52	0	175	65	225	11	18	293	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.21	0.00	0.79	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	300	0	1150	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			29			175	65				147	
Crit Moves:			****			****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap. (X): 0.514
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	82	1240	15	4	805	49	92	16	144	3	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	1240	15	4	805	49	92	16	144	3	1	1
User Adj:	1.00	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:	82	1240	15	4	805	49	92	16	144	3	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	1240	15	4	805	49	92	16	144	3	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	1240	15	4	805	49	92	16	144	3	1	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.85	0.15	1.00	0.75	0.25	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1278	222	1500	1125	375	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.01	0.00	0.27	0.03	0.07	0.07	0.10	0.00	0.00	0.00
Crit Volume:		620		4					144	3		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	179	1143	2	1	682	57	135	1	174	1	1	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	1143	2	1	682	57	135	1	174	1	1	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	1143	2	1	682	57	135	1	174	1	1	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1143	2	1	682	57	135	1	174	1	1	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1143	2	1	682	57	135	1	174	1	1	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.50	0.50	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	9	1491	750	750	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.00	0.00	0.23	0.04	0.05	0.12	0.12	0.00	0.00	0.00
Crit Volume:		572		1				175		1		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.622
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	515	1225	45	252	612	52	107	300	20	12	522	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	515	1225	45	252	612	52	107	300	20	12	522	129
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	515	1225	0	252	612	0	107	300	0	12	522	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	1225	0	252	612	0	107	300	0	12	522	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	515	1225	0	252	612	0	107	300	0	12	522	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.09	0.14	0.00	0.07	0.10	0.00	0.00	0.18	0.00
Crit Volume:		408			126			107			261	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap. (X): 0.453
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	157	1258	106	49	833	24	94	7	120	30	3	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1258	106	49	833	24	94	7	120	30	3	15
User Adj:	1.00	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:	157	1258	106	49	833	24	94	7	120	30	3	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1258	106	49	833	24	94	7	120	30	3	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	157	1258	106	49	833	24	94	7	120	30	3	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.23	1.00	2.92	0.08	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	4012	338	1450	4228	122	2699	201	1450	1318	132	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.31	0.03	0.20	0.20	0.03	0.03	0.08	0.02	0.02	0.01
Crit Volume:			455	49					120		33	
Crit Moves:			****	****					****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.566
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	118	1637	30	17	1086	114	294	54	184	73	55	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:	118	1637	30	17	1086	114	294	54	184	73	55	39
User Adj:	1.00	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:	118	1637	30	17	1086	114	294	54	184	73	55	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1637	30	17	1086	114	294	54	184	73	55	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:	118	1637	30	17	1086	114	294	54	184	73	55	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	0.87	0.66	0.47
Final Sat.:	2900	4350	1450	1450	4350	1450	2450	450	1450	1268	955	677
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.02	0.01	0.25	0.08	0.12	0.12	0.13	0.06	0.06	0.06
Crit Volume:		546		17				174			84	
Crit Moves:		****		****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.630
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	389	1054	59	21	883	43	189	8	226	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	389	1054	59	21	883	43	189	8	226	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	389	1054	59	21	883	43	189	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1054	59	21	883	43	189	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	389	1054	59	21	883	43	189	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2878	122	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.26	0.35	0.04	0.01	0.29	0.03	0.07	0.07	0.00	0.01	0.01	0.00
Crit Volume:	389				442		98				16	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.501
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	118	760	79	44	866	36	42	141	99	180	297	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	760	79	44	866	36	42	141	99	180	297	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	760	79	44	866	36	42	141	99	180	297	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	760	79	44	866	36	42	141	99	180	297	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	118	760	79	44	866	36	42	141	99	180	297	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1394	56
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.05	0.02	0.20	0.02	0.03	0.05	0.07	0.06	0.21	0.21
Crit Volume:	59			289			71			309		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.389
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	111	871	289	162	955	24	4	60	122	241	63	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	871	289	162	955	24	4	60	122	241	63	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	111	871	289	162	955	24	4	60	122	241	63	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	871	289	162	955	24	4	60	122	241	63	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	111	871	289	162	955	24	4	60	122	241	63	74
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.91	0.50	0.59
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2777	724	850
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.20	0.06	0.22	0.02	0.00	0.04	0.08	0.09	0.09	0.09
Crit Volume:	290			81			122			126		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.324
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	9	777	16	10	806	178	160	16	31	63	27	4
Growth Adj:	1.00	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	777	16	10	806	178	160	16	31	63	27	4
User Adj:	1.00	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:	9	777	16	10	806	178	160	16	31	63	27	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	777	16	10	806	178	160	16	31	63	27	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	777	16	10	806	178	160	16	31	63	27	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.34	0.66	2.00	0.87	0.13
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	494	956	2900	1263	187
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.01	0.19	0.12	0.11	0.03	0.03	0.02	0.02	0.02
Crit Volume:	9			269			160			32		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	39	1599	86	135	941	44	41	26	28	50	23	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:	39	1599	86	135	941	44	41	26	28	50	23	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1599	86	135	941	44	41	26	28	50	23	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1599	86	135	941	44	41	26	28	50	23	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	1599	86	135	941	44	41	26	28	50	23	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.91	0.09	1.00	1.00	1.00	1.00	0.26	0.74
Final Sat.:	1500	2847	153	1500	2866	134	1500	1500	1500	1500	397	1103
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.56	0.09	0.33	0.33	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:	843			135			41			87		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2 1 0	1	0	2 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	23	2371	27	1	1468	4	21	8	14	37	2	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	2371	27	1	1468	4	21	8	14	37	2	10
User Adj:	1.00	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:	23	2371	27	1	1468	4	21	8	14	37	2	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2371	27	1	1468	4	21	8	14	37	2	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	2371	27	1	1468	4	21	8	14	37	2	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.99	0.01	0.98	0.37	0.65	1.00	0.59	0.41
Final Sat.:	1450	4301	49	1450	4338	12	1416	540	944	1450	858	592
Capacity Analysis Module:												
Vol/Sat:	0.02	0.55	0.55	0.00	0.34	0.34	0.01	0.01	0.01	0.03	0.00	0.02
Crit Volume:		799			1			22			37	
Crit Moves:		****			****			****			****	

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2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.637
Loss Time (sec):	9	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			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	2 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	9	2369	22	30	1444	48	47	29	2	24	14	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:	9	2369	22	30	1444	48	47	29	2	24	14	44
User Adj:	1.00	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:	9	2369	22	30	1444	48	47	29	2	24	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2369	22	30	1444	48	47	29	2	24	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2369	22	30	1444	48	47	29	2	24	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.90	0.10	0.60	0.37	0.03	0.29	0.17	0.54
Final Sat.:	1500	4459	41	1500	4355	145	904	558	38	439	256	805
Capacity Analysis Module:												
Vol/Sat:	0.01	0.53	0.53	0.02	0.33	0.33	0.05	0.05	0.05	0.05	0.05	0.05
Crit Volume:		797			30			47			82	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1677	34	90	1098	0	0	0	0	36	0	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1677	34	90	1098	0	0	0	0	36	0	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:	0	1677	34	90	1098	0	0	0	0	36	0	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1677	34	90	1098	0	0	0	0	36	0	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1677	34	90	1098	0	0	0	0	36	0	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2940	60	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.57	0.06	0.37	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:			856	90				0		36		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.395
Loss Time (sec): 9 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			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	714	2	38	438	0	0	0	0	4	0	235
Growth Adj:	1.00	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	714	2	38	438	0	0	0	0	4	0	235
User Adj:	1.00	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	714	2	38	438	0	0	0	0	4	0	235
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	714	2	38	438	0	0	0	0	4	0	235
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	714	2	38	438	0	0	0	0	4	0	235
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2992	8	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.03	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.16
Crit Volume:			358		0			0				235
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1 1	0	1	0 1 1	0	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	4	1257	103	147	595	3	4	8	6	72	2	146
Growth Adj:	1.00	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	1257	103	147	595	3	4	8	6	72	2	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1257	103	147	595	3	4	8	6	72	2	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1257	103	147	595	3	4	8	6	72	2	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1257	103	147	595	3	4	8	6	72	2	146
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.85	0.15	1.00	1.99	0.01	0.22	0.45	0.33	0.97	0.03	1.00
Final Sat.:	1450	2680	220	1450	2885	15	322	644	483	1411	39	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.47	0.10	0.21	0.21	0.01	0.01	0.01	0.05	0.05	0.10
Crit Volume:			680	147				18			74	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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	2 0 1	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	18	1263	64	38	602	23	63	2	27	13	0	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1263	64	38	602	23	63	2	27	13	0	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1263	64	38	602	23	63	2	27	13	0	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1263	64	38	602	23	63	2	27	13	0	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1263	64	38	602	23	63	2	27	13	0	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.93	0.07	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2793	107	1405	45	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.44	0.04	0.03	0.22	0.22	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:		632		38				65		13		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.449
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1 0
Volume Module:												
Base Vol:	0	696	342	63	521	0	0	0	0	263	2	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	696	342	63	521	0	0	0	0	263	2	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	696	342	63	521	0	0	0	0	263	2	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	696	342	63	521	0	0	0	0	263	2	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	696	342	63	521	0	0	0	0	263	2	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.61	0.39
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	916	584
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.23	0.04	0.17	0.00	0.00	0.00	0.00	0.18	0.00	0.11
Crit Volume:		348		63				0		263		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.866
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 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:		Ovl			Ovl			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 0	1	1	0 0	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	125	0	335	289	0	52	104	1264	166	99	908	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	0	335	289	0	52	104	1264	166	99	908	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	0	335	289	0	52	104	1264	166	99	908	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	0	335	289	0	52	104	1264	166	99	908	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:	125	0	335	289	0	52	104	1264	166	99	908	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.23	0.20	0.00	0.04	0.07	0.44	0.11	0.07	0.31	0.09
Crit Volume:			335	289				632		0		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.442
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	912	9	1	466	15	102	18	217	23	37	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:	181	912	9	1	466	15	102	18	217	23	37	8
User Adj:	1.00	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:	181	912	9	1	466	15	102	18	217	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	912	9	1	466	15	102	18	217	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	912	9	1	466	15	102	18	217	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.94	0.06	0.85	0.15	1.00	0.38	0.62	1.00
Final Sat.:	1450	2872	28	1450	2810	90	1233	218	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.32	0.00	0.17	0.17	0.08	0.08	0.15	0.04	0.04	0.01
Crit Volume:			461	1				120			60	
Crit Moves:			****	****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.575
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	48	995	5	16	375	246	271	8	58	28	11	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	995	5	16	375	246	271	8	58	28	11	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	995	5	16	375	246	271	8	58	28	11	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	995	5	16	375	246	271	8	58	28	11	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	995	5	16	375	246	271	8	58	28	11	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.21	0.79	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2886	15	1450	1751	1149	1408	42	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.01	0.21	0.21	0.19	0.19	0.04	0.03	0.03	0.02
Crit Volume:			500	16				279			39	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.781
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	78	1166	35	304	310	189	80	34	37	146	83	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1166	35	304	310	189	80	34	37	146	83	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1166	35	304	310	189	80	34	37	146	83	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1166	35	304	310	189	80	34	37	146	83	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1166	35	304	310	189	80	34	37	146	83	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.24	0.76	0.70	0.30	1.00	1.28	0.72	1.00
Final Sat.:	1450	2815	85	1450	1802	1098	1018	432	1450	1849	1051	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.41	0.41	0.21	0.17	0.17	0.08	0.08	0.03	0.08	0.08	0.06
Crit Volume:		601		304			114			115		
Crit Moves:		****		****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.605
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	148	1171	57	66	234	70	88	0	129	65	0	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	1171	57	66	234	70	88	0	129	65	0	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	1171	57	66	234	70	88	0	129	65	0	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	1171	57	66	234	70	88	0	129	65	0	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	1171	57	66	234	70	88	0	129	65	0	109
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.91	0.09	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2765	135	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.42	0.05	0.08	0.05	0.06	0.00	0.09	0.04	0.00	0.08
Crit Volume:			614	66			88					109
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	136	0	178	0	0	0	0	754	545	21	1448	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:	136	0	178	0	0	0	0	754	545	21	1448	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	136	0	0	0	0	0	0	754	0	21	1448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	0	0	0	0	0	0	754	0	21	1448	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	136	0	0	0	0	0	0	754	0	21	1448	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.01	0.48	0.00
Crit Volume:	68			0			0			724		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	221	0	661	23	517	489	0	1176	362	329	956	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	0	661	23	517	489	0	1176	362	329	956	493
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	221	0	661	23	517	0	0	1176	362	329	956	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	0	661	23	517	0	0	1176	362	329	956	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	221	0	661	23	517	0	0	1176	362	329	956	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.22	0.02	0.17	0.00	0.00	0.20	0.24	0.11	0.21	0.00
Crit Volume:	111			259			0			319		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.709
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
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:	Permitted				Permitted				Permitted				Permitted			
Rights:	Include				Include				Ignore				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	2	0	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:																
Base Vol:	0	0	0	710	0	141	0	1215	294	0	1558	562				
Growth Adj:	1.00	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	710	0	141	0	1215	294	0	1558	562				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:	0	0	0	710	0	141	0	1215	0	0	1558	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	710	0	141	0	1215	0	0	1558	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00				
FinalVolume:	0	0	0	710	0	141	0	1215	0	0	1558	0				
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00				
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.09	0.00	0.38	0.00	0.00	0.49	0.00				
Crit Volume:			0	355			0				779					
Crit Moves:				****			****				****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.440
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Ignore				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:																
Base Vol:	0	0	0	0	0	0	0	914	393	534	472	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	0	0	0	0	914	393	534	472	0				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	0	0	0	0	914	393	534	472	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	0	0	0	0	914	393	534	472	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	0	0	0	0	914	393	534	472	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00				
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.20	0.26	0.18	0.16	0.00				
Crit Volume:	0			0					393	267						
Crit Moves:									****	****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.524
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	529	0	456	0	0	0	0	1016	241	0	1672	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	529	0	456	0	0	0	0	1016	241	0	1672	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	529	0	456	0	0	0	0	1016	0	0	1672	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	529	0	456	0	0	0	0	1016	0	0	1672	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	529	0	456	0	0	0	0	1016	0	0	1672	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.15	0.00	0.00	0.00	0.00	0.23	0.00	0.00	0.37	0.00
Crit Volume:			228	0			0				557	
Crit Moves:			****				****				****	

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2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.427
Loss Time (sec):	6	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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	195	0	580	0	1068	186	0	1629	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	195	0	580	0	1068	186	0	1629	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	195	0	0	0	1068	0	0	1629	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	195	0	0	0	1068	0	0	1629	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	195	0	0	0	1068	0	0	1629	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.00
Crit Volume:				98			0				543	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap. (X):	0.720
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0	0	1
Volume Module:												
Base Vol:	0	1850	143	0	382	0	0	0	0	591	0	464
Growth Adj:	1.00	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	1850	143	0	382	0	0	0	0	591	0	464
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1850	0	0	382	0	0	0	0	591	0	464
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1850	0	0	382	0	0	0	0	591	0	464
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1850	0	0	382	0	0	0	0	591	0	464
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.08	0.00	0.00	0.00	0.00	0.13	0.00	0.31
Crit Volume:		617		0			0					464
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.531
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			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:	2	0	3 0	0	0	3	0	1	0	0	0	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	826	659	0	0	1152	145	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	826	659	0	0	1152	145	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	826	659	0	0	1152	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	826	659	0	0	1152	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	826	659	0	0	1152	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.28	0.15	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	413				384		0				0	
Crit Moves:	****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.422
Loss Time (sec):	6	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			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0 3	0 1	2	0 3	0 0	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	0	1374	172	350	855	0	0	0	541	0	0	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:	0	1374	172	350	855	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1374	0	350	855	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1374	0	350	855	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1374	0	350	855	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.12	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		458		175			0			0		
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.838
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	141	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:	Ignore			Ovl			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 2	0 1	2	0 1!	0 1	2	0 1	1 0	0	0 4	0 1
Volume Module:												
Base Vol:	131	379	807	152	0	256	246	1673	226	0	1676	290
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	379	807	152	0	256	246	1673	226	0	1676	290
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	379	0	152	0	256	246	1673	226	0	1676	290
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	379	0	152	0	256	246	1673	226	0	1676	290
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	379	0	152	0	256	246	1673	226	0	1676	290
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.76	0.24	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2555	345	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.00	0.05	0.00	0.09	0.08	0.65	0.65	0.00	0.29	0.20
Crit Volume:		190		76				950		0		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap. (X):	0.434
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	0	1	0 0 1	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	0	0	7	157	1	32	10	277	4	4	226	456
Growth Adj:	1.00	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	7	157	1	32	10	277	4	4	226	456
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	157	1	32	10	277	4	4	226	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	157	1	32	10	277	4	4	226	456
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	157	1	32	10	277	4	4	226	456
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.31
Crit Volume:			7	157			10					456
Crit Moves:			****	****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap. (X):	0.762
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1605	64	86	1010	0	0	416	138	18	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1605	64	86	1010	0	0	416	138	18	0	43
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1605	0	86	1010	0	0	416	138	18	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1605	0	86	1010	0	0	416	138	18	0	43
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1605	0	86	1010	0	0	416	138	18	0	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.00	0.06	0.35	0.00	0.00	0.14	0.10	0.01	0.00	0.03
Crit Volume:		803		86				208		9		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.231
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	30	0	209	0	0	0	0	128	16	245	547	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	209	0	0	0	0	128	16	245	547	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	0	209	0	0	0	0	128	16	245	547	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	209	0	0	0	0	128	16	245	547	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:	30	0	209	0	0	0	0	128	16	245	547	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2667	333	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.14	0.00	0.00	0.00	0.00	0.05	0.05	0.16	0.18	0.00
Crit Volume:	30				0				72	245		
Crit Moves:	****								****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.650
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	480	1243	0	0	693	39	23	0	148	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:	480	1243	0	0	693	39	23	0	148	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	1243	0	0	693	39	23	0	148	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1243	0	0	693	39	23	0	148	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:	480	1243	0	0	693	39	23	0	148	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.32	0.41	0.00	0.00	0.23	0.03	0.02	0.00	0.10	0.00	0.00	0.00
Crit Volume:	480				347				148	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	428	1407	0	265	467	52	35	2	22	0	6	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:	428	1407	0	265	467	52	35	2	22	0	6	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	1407	0	265	467	52	35	2	22	0	6	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	1407	0	265	467	52	35	2	22	0	6	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	1407	0	265	467	52	35	2	22	0	6	58
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.17	1.83	0.00	0.09	0.91
Final Sat.:	1500	3000	0	1500	3000	1500	1500	250	2750	0	141	1359
Capacity Analysis Module:												
Vol/Sat:	0.29	0.47	0.00	0.18	0.16	0.03	0.02	0.01	0.01	0.00	0.04	0.04
Crit Volume:		704		265			35				64	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	52	0	0	0	0	2821	0	169	1148	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	52	0	0	0	0	2821	0	169	1148	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	52	0	0	0	0	2821	0	169	1148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	52	0	0	0	0	2821	0	169	1148	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	52	0	0	0	0	2821	0	169	1148	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.47	0.00	0.11	0.19	0.00
Crit Volume:			52		0			705		169		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0	1	1	0 2	0	0	0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	281	891	401	255	0	0	0	0	346	0	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:	0	281	891	401	255	0	0	0	0	346	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	281	0	401	255	0	0	0	0	346	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	281	0	401	255	0	0	0	0	346	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	281	0	401	255	0	0	0	0	346	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2908	0	92
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.27	0.09	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		141		401					0	178		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.159
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	2	0	0 0	0	0	1 0	1	2	0 1 0 0
Volume Module:												
Base Vol:	26	0	445	0	0	0	0	82	72	261	22	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:	26	0	445	0	0	0	0	82	72	261	22	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	0	0	0	0	0	0	82	72	261	22	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	0	0	0	0	0	82	72	261	22	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	0	0	0	0	0	82	72	261	22	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.05	0.09	0.01	0.00
Crit Volume:	26				0			82		131		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.513
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	132	135	124	297	109	180	90	756	91	60	221	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	135	124	297	109	180	90	756	91	60	221	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	135	124	297	109	180	90	756	91	60	221	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	135	124	297	109	180	90	756	91	60	221	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	135	124	297	109	180	90	756	91	60	221	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.20	0.08	0.12	0.06	0.17	0.06	0.04	0.05	0.04
Crit Volume:		135		297				252		60		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	26	1693	9	220	1496	215	573	0	43	0	0	155
Growth Adj:	1.00	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	1693	9	220	1496	215	573	0	43	0	0	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1693	9	220	1496	215	573	0	43	0	0	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1693	9	220	1496	215	573	0	43	0	0	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	1693	9	220	1496	215	573	0	43	0	0	155
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.01	0.15	0.34	0.15	0.20	0.00	0.03	0.00	0.00	0.11
Crit Volume:		564		220			287			0		
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.946
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	23	1495	45	304	1147	253	664	577	6	27	281	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1495	45	304	1147	253	664	577	6	27	281	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1495	45	304	1147	253	664	577	6	27	281	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1495	45	304	1147	253	664	577	6	27	281	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1495	45	304	1147	253	664	577	6	27	281	221
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.03	0.10	0.26	0.17	0.23	0.13	0.00	0.01	0.10	0.15
Crit Volume:		748		152			332				141	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.486
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3	0	1	1	0	3	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	0	1708	37	69	1470	0	0	0	0	70	0	20
Growth Adj:	1.00	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	1708	37	69	1470	0	0	0	0	70	0	20
User Adj:	1.00	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	1708	37	69	1470	0	0	0	0	70	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1708	37	69	1470	0	0	0	0	70	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1708	37	69	1470	0	0	0	0	70	0	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.78	0.00	0.22
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1167	0	333
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.02	0.05	0.33	0.00	0.00	0.00	0.00	0.06	0.00	0.06
Crit Volume:		569		69			0					90
Crit Moves:		****		****								****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.229
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	56	0	40	0	0	0	0	6	155	126	7	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	0	40	0	0	0	0	6	155	126	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	0	40	0	0	0	0	6	155	126	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	0	40	0	0	0	0	6	155	126	7	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:	56	0	40	0	0	0	0	6	155	126	7	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.95	0.05	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1421	79	1500
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.00	0.10	0.09	0.09	0.00
Crit Volume:	56			0					155		133	
Crit Moves:	****								****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap. (X): 0.557
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	49	559	14	324	379	37	71	74	35	52	7	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	559	14	324	379	37	71	74	35	52	7	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	559	14	324	379	37	71	74	35	52	7	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	559	14	324	379	37	71	74	35	52	7	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	559	14	324	379	37	71	74	35	52	7	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.49	0.51	1.00	0.88	0.12	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	710	740	1450	1278	172	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.01	0.22	0.13	0.03	0.10	0.10	0.02	0.04	0.04	0.04
Crit Volume:		280		324				145			59	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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:	0	0	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	666	24	72	385	0	0	0	0	21	0	470
Growth Adj:	1.00	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	666	24	72	385	0	0	0	0	21	0	470
User Adj:	1.00	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	666	24	72	385	0	0	0	0	21	0	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	24	72	385	0	0	0	0	21	0	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	666	24	72	385	0	0	0	0	21	0	470
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.44	0.02	0.05	0.26	0.00	0.00	0.00	0.00	0.01	0.00	0.31
Crit Volume:		666		72			0					470
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec):	100	Critical Vol./Cap. (X):	1.019
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	83	0	221	812	1932	0	0	1902	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	83	0	221	812	1932	0	0	1902	50
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	83	0	0	812	1932	0	0	1902	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	83	0	0	812	1932	0	0	1902	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	83	0	0	812	1932	0	0	1902	50
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.54	0.43	0.00	0.00	0.42	0.03
Crit Volume:				83			812				634	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.491
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	50	1052	0	22	1079	60	91	4	23	0	1	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1052	0	22	1079	60	91	4	23	0	1	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	1052	0	22	1079	60	91	4	23	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	1052	0	22	1079	60	91	4	23	0	1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	1052	0	22	1079	60	91	4	23	0	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.15	0.85	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2747	153	1450	215	1235	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.00	0.02	0.39	0.39	0.06	0.02	0.02	0.00	0.00	0.00
Crit Volume:	50					570	91				1	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.528
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			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 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	88	5	116	43	6	0	0	752	119	165	482	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	5	116	43	6	0	0	752	119	165	482	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:	88	5	116	43	6	0	0	752	119	165	482	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	5	116	43	6	0	0	752	119	165	482	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:	88	5	116	43	6	0	0	752	119	165	482	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	0.88	0.12	0.00	1.00	1.73	0.27	1.00	1.89	0.11
Final Sat.:	1372	78	1450	1272	178	0	1450	2504	396	1450	2741	159
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.08	0.03	0.03	0.00	0.00	0.30	0.30	0.11	0.18	0.18
Crit Volume:			116		49				436	165		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.139
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 26 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	55	0	0	0	0	200	12	54	322	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:	6	0	55	0	0	0	0	200	12	54	322	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	55	0	0	0	0	200	12	54	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	55	0	0	0	0	200	12	54	322	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:	6	0	55	0	0	0	0	200	12	54	322	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00
Crit Volume:			55	0				100		54		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.595
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	96	1222	0	0	886	17	105	0	281	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:	96	1222	0	0	886	17	105	0	281	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	96	1222	0	0	886	17	105	0	281	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1222	0	0	886	17	105	0	281	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:	96	1222	0	0	886	17	105	0	281	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.00	0.00	0.30	0.01	0.07	0.00	0.19	0.00	0.00	0.00
Crit Volume:		611		0					281	0		
Crit Moves:		****		****					****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	166	2611	0	0	1799	170
Growth Adj:	1.00	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	0	0	0	166	2611	0	0	1799	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:	0	0	0	0	0	0	166	2611	0	0	1799	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	166	2611	0	0	1799	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	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	166	2611	0	0	1799	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.37	0.11
Crit Volume:	0			0			166				600	
Crit Moves:							****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	379	36	82	89	68	0	0	833	665	136	341	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	36	82	89	68	0	0	833	665	136	341	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	379	36	82	89	68	0	0	833	0	136	341	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	379	36	82	89	68	0	0	833	0	136	341	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	379	36	82	89	68	0	0	833	0	136	341	45
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.01	0.06	0.06	0.02	0.00	0.00	0.29	0.00	0.09	0.12	0.03
Crit Volume:	190			34			417			136		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.438
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	23	528	177	17	999	5	9	42	69	210	8	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	528	177	17	999	5	9	42	69	210	8	15
User Adj:	1.00	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:	23	528	177	17	999	5	9	42	69	210	8	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	528	177	17	999	5	9	42	69	210	8	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	528	177	17	999	5	9	42	69	210	8	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.01	0.23	0.00	0.01	0.03	0.05	0.14	0.01	0.01
Crit Volume:	23			333					69	210		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.341
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	7	719	55	61	1217	2	9	8	23	59	3	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	719	55	61	1217	2	9	8	23	59	3	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	719	55	61	1217	2	9	8	23	59	3	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	719	55	61	1217	2	9	8	23	59	3	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	719	55	61	1217	2	9	8	23	59	3	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.04	0.04	0.28	0.00	0.01	0.00	0.02	0.04	0.00	0.05
Crit Volume:	7			406			9					73
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	90	470	393	210	785	442	235	1500	1	200	1270	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:	90	470	393	210	785	442	235	1500	1	200	1270	69
User Adj:	1.00	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:	90	470	393	210	785	442	235	1500	1	200	1270	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	470	393	210	785	442	235	1500	1	200	1270	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	470	393	210	785	442	235	1500	1	200	1270	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.27	0.07	0.18	0.30	0.08	0.34	0.00	0.07	0.29	0.05
Crit Volume:			393	105				500		0		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	26	1309	102	2	1221	33	139	98	90	154	41	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:	26	1309	102	2	1221	33	139	98	90	154	41	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	1309	102	2	1221	33	139	98	90	154	41	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	1309	102	2	1221	33	139	98	90	154	41	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:	26	1309	102	2	1221	33	139	98	90	154	41	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.07	0.00	0.28	0.02	0.10	0.07	0.06	0.11	0.03	0.00
Crit Volume:	26				407			98		154		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.506
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	9	1298	130	108	1442	11	45	157	19	115	66	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1298	130	108	1442	11	45	157	19	115	66	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	1298	130	108	1442	11	45	157	19	115	66	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1298	130	108	1442	11	45	157	19	115	66	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1298	130	108	1442	11	45	157	19	115	66	106
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.09	0.07	0.33	0.01	0.03	0.05	0.01	0.08	0.02	0.07
Crit Volume:		433		108				79		115		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.824
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	31	760	522	277	793	546	604	1280	12	184	971	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	760	522	277	793	546	604	1280	12	184	971	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	760	522	277	793	546	604	1280	12	184	971	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	760	522	277	793	546	604	1280	12	184	971	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	31	760	522	277	793	546	604	1280	12	184	971	160
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.36	0.10	0.18	0.38	0.21	0.29	0.01	0.06	0.22	0.11
Crit Volume:			522	139			302				324	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.289
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	77	31	32	3	121	22	37	409	72	17	153	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	31	32	3	121	22	37	409	72	17	153	3
User Adj:	1.00	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:	77	31	32	3	121	22	37	409	72	17	153	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	31	32	3	121	22	37	409	72	17	153	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	77	31	32	3	121	22	37	409	72	17	153	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.02	0.02	0.00	0.08	0.02	0.03	0.14	0.05	0.01	0.05	0.00
Crit Volume:	77			121			205			17		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	157	60	13	172	101	82	7	1932	140	4	1187	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	60	13	172	101	82	7	1932	140	4	1187	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	60	13	172	101	82	7	1932	140	4	1187	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	60	13	172	101	82	7	1932	140	4	1187	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:	157	60	13	172	101	82	7	1932	140	4	1187	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.01	0.12	0.07	0.06	0.00	0.44	0.10	0.00	0.27	0.04
Crit Volume:	157			101			644			4		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	66	0	97	0	0	0	0	1357	62	27	609	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:	66	0	97	0	0	0	0	1357	62	27	609	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	0	97	0	0	0	0	1357	62	27	609	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	0	97	0	0	0	0	1357	62	27	609	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:	66	0	97	0	0	0	0	1357	62	27	609	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.45	0.04	0.02	0.20	0.00
Crit Volume:			97	0				679		27		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.299
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	20	69	27	16	63	7	40	518	104	89	162	4
Growth Adj:	1.00	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	69	27	16	63	7	40	518	104	89	162	4
User Adj:	1.00	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:	20	69	27	16	63	7	40	518	104	89	162	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	69	27	16	63	7	40	518	104	89	162	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	20	69	27	16	63	7	40	518	104	89	162	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.02	0.01	0.04	0.00	0.03	0.18	0.07	0.06	0.06	0.00
Crit Volume:		69		16				259		89		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	124	0	40	78	1912	0	0	1070	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	0	0	124	0	40	78	1912	0	0	1070	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	124	0	40	78	1912	0	0	1070	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	40	78	1912	0	0	1070	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	124	0	40	78	1912	0	0	1070	64
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.03	0.05	0.42	0.00	0.00	0.24	0.04
Crit Volume:			0	124				637		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	9	2	106	21	18	8	1638	69	29	1503	12
Growth Adj:	1.00	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	9	2	106	21	18	8	1638	69	29	1503	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:	1.00	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	9	2	106	21	18	8	1638	69	29	1503	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	9	2	106	21	18	8	1638	69	29	1503	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	2	106	21	18	8	1638	69	29	1503	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.07	0.01	0.01	0.01	0.38	0.05	0.02	0.35	0.01
Crit Volume:		9		106				546		29		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.468
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	15	1372	58	5	1428	142	53	6	53	135	17	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1372	58	5	1428	142	53	6	53	135	17	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1372	58	5	1428	142	53	6	53	135	17	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1372	58	5	1428	142	53	6	53	135	17	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:	15	1372	58	5	1428	142	53	6	53	135	17	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.04	0.00	0.33	0.10	0.04	0.00	0.04	0.09	0.01	0.01
Crit Volume:	15				476				53	135		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.192
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	62	0	4	0	0	1	2	425	0	3	234	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:	62	0	4	0	0	1	2	425	0	3	234	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	0	4	0	0	1	2	425	0	3	234	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	0	4	0	0	1	2	425	0	3	234	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:	62	0	4	0	0	1	2	425	0	3	234	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.08	0.00
Crit Volume:	62						1	212		3		
Crit Moves:	****						****	****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.276
Loss Time (sec): 0 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:	1	0 1!	0 1	1	0 1!	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	19	3	112	0	2	13	14	550	7	13	175	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:	19	3	112	0	2	13	14	550	7	13	175	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	3	112	0	2	13	14	550	7	13	175	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	3	112	0	2	13	14	550	7	13	175	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:	19	3	112	0	2	13	14	550	7	13	175	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.08	0.00	0.00	0.01	0.01	0.19	0.00	0.01	0.06	0.00
Crit Volume:			112		0			275		13		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.381
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	84	703	15	4	1215	60	21	0	36	28	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	703	15	4	1215	60	21	0	36	28	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	703	15	4	1215	60	21	0	36	28	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	703	15	4	1215	60	21	0	36	28	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	703	15	4	1215	60	21	0	36	28	1	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.01	0.00	0.28	0.04	0.01	0.00	0.02	0.02	0.00	0.00
Crit Volume:	84				405				36	28		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.447
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	29	705	39	55	1228	15	58	9	99	111	4	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	705	39	55	1228	15	58	9	99	111	4	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	705	39	55	1228	15	58	9	99	111	4	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	705	39	55	1228	15	58	9	99	111	4	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	705	39	55	1228	15	58	9	99	111	4	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.03	0.04	0.28	0.01	0.04	0.01	0.07	0.08	0.00	0.01
Crit Volume:	29				409				99	111		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.080
Loss Time (sec):	0	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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	1	0	34	3	1	0	158	3	2	96	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:	7	1	0	34	3	1	0	158	3	2	96	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1	0	34	3	1	0	158	3	2	96	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	0	34	3	1	0	158	3	2	96	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	0	34	3	1	0	158	3	2	96	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.00	0.05	0.00	0.00	0.03	0.01
Crit Volume:		1			34			79		2		
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap. (X): 0.363
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1442	22	3	1462	0	0	0	0	57	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1442	22	3	1462	0	0	0	0	57	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1442	22	3	1462	0	0	0	0	57	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1442	22	3	1462	0	0	0	0	57	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:	0	1442	22	3	1462	0	0	0	0	57	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.01	0.00	0.32	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Crit Volume:	0				487			0		57		
Crit Moves:	****				****					****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	48	0	79	256	1844	0	0	1214	87
Growth Adj:	1.00	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	48	0	79	256	1844	0	0	1214	87
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	0	256	1844	0	0	1214	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	0	256	1844	0	0	1214	87
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:	0	0	0	48	0	0	256	1844	0	0	1214	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.17	0.41	0.00	0.00	0.27	0.06
Crit Volume:				0			48			256		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.483
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	32	0	2077	0	0	1037	143
Growth Adj:	1.00	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	0	0	32	0	2077	0	0	1037	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	32	0	2077	0	0	1037	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	32	0	2077	0	0	1037	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	32	0	2077	0	0	1037	143
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.46	0.00	0.00	0.23	0.10
Crit Volume:	0					32		692		0		
Crit Moves:						****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap. (X):	0.466
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	53	0	60	178	1936	0	0	948	162
Growth Adj:	1.00	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	53	0	60	178	1936	0	0	948	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	60	178	1936	0	0	948	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	60	178	1936	0	0	948	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	60	178	1936	0	0	948	162
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.12	0.43	0.00	0.00	0.21	0.11
Crit Volume:				0		53		645		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	47	381	124	61	779	29	98	10	120	122	6	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	381	124	61	779	29	98	10	120	122	6	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	381	124	61	779	29	98	10	120	122	6	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	381	124	61	779	29	98	10	120	122	6	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	47	381	124	61	779	29	98	10	120	122	6	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.04	0.18	0.02	0.07	0.01	0.08	0.08	0.00	0.01
Crit Volume:	47			260					120	122		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	30	1393	25	24	1140	15	88	7	32	84	13	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:	30	1393	25	24	1140	15	88	7	32	84	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1393	25	24	1140	15	88	7	32	84	13	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1393	25	24	1140	15	88	7	32	84	13	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	1393	25	24	1140	15	88	7	32	84	13	82
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.02	0.02	0.26	0.01	0.06	0.00	0.02	0.06	0.01	0.06
Crit Volume:		464			24		88					82
Crit Moves:		****			****		****					****

Traffix 8.0.0715 (c) 2008 Dowling Assoc. Licensed to DKS ASSOC., SACRAMENTO

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):		0.427
Loss Time (sec):	0	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	40	Level Of Service:		A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	37	0	48	0	0	0	0	1055	10	65	408	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:	37	0	48	0	0	0	0	1055	10	65	408	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	48	0	0	0	0	1055	10	65	408	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	48	0	0	0	0	1055	10	65	408	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:	37	0	48	0	0	0	0	1055	10	65	408	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.03	0.00	0.00	0.00	0.00	0.35	0.01	0.04	0.14	0.00
Crit Volume:			48	0				528		65		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):		0.645
Loss Time (sec):	0	Average Delay (sec/veh):		xxxxxx
Optimal Cycle:	64	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	3	0	1	1	0	3	0	1	0	1
Volume Module:												
Base Vol:	52	1899	19	66	1367	50	84	15	128	108	17	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	52	1899	19	66	1367	50	84	15	128	108	17	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1899	19	66	1367	50	84	15	128	108	17	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1899	19	66	1367	50	84	15	128	108	17	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1899	19	66	1367	50	84	15	128	108	17	136
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.01	0.05	0.31	0.03	0.06	0.01	0.09	0.07	0.01	0.09
Crit Volume:		633		66					128	108		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	21	1870	130	102	1513	11	41	3	72	52	1	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1870	130	102	1513	11	41	3	72	52	1	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1870	130	102	1513	11	41	3	72	52	1	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1870	130	102	1513	11	41	3	72	52	1	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1870	130	102	1513	11	41	3	72	52	1	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.09	0.07	0.35	0.01	0.03	0.00	0.05	0.04	0.00	0.04
Crit Volume:		623		102					72	52		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.768
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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			Ovl			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	0	1	0	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	35	844	260	21	151	7	2	68	19	129	29	20
Growth Adj:	1.00	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	844	260	21	151	7	2	68	19	129	29	20
User Adj:	1.00	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:	35	844	260	21	151	7	2	68	19	129	29	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	844	260	21	151	7	2	68	19	129	29	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	844	260	21	151	7	2	68	19	129	29	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.91	0.09	0.03	0.97	1.00	0.73	0.16	0.11
Final Sat.:	1450	1450	1450	1450	2772	128	41	1409	1450	1051	236	163
Capacity Analysis Module:												
Vol/Sat:	0.02	0.58	0.18	0.01	0.05	0.05	0.05	0.05	0.01	0.12	0.12	0.12
Crit Volume:		844		21				70				178
Crit Moves:		****		****				****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap. (X): 0.515
Loss Time (sec): 9 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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!	0	0
Volume Module:												
Base Vol:	1	354	311	1	114	136	367	369	2	17	89	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	354	311	1	114	136	367	369	2	17	89	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	354	311	1	114	136	367	369	2	17	89	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	354	311	1	114	136	367	369	2	17	89	2
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	354	311	2	114	136	367	369	2	17	89	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.00	0.99	0.01	1.00	1.96	0.04
Final Sat.:	4	1496	1500	13	1487	1500	1500	1492	8	1500	2934	66
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.21	0.08	0.08	0.09	0.24	0.25	0.25	0.01	0.03	0.03
Crit Volume:		355			1				371		46	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap. (X): 0.410
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	188	30	36	3	19	9	7	418	220	10	211	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	30	36	3	19	9	7	418	220	10	211	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	30	36	3	19	9	7	418	220	10	211	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	30	36	3	19	9	7	418	220	10	211	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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:	188	30	36	3	19	9	7	418	220	20	211	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.14	1.00	0.10	0.61	0.29	0.02	0.98	1.00	0.05	0.95	1.00
Final Sat.:	1380	220	1600	155	981	465	26	1574	1600	72	1528	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.02	0.02	0.02	0.27	0.27	0.14	0.14	0.14	0.00
Crit Volume:		218			3			425			10	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.452
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	4	39	47	38	23	26	97	564	9	26	234	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	39	47	38	23	26	97	564	9	26	234	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	39	47	38	23	26	97	564	9	26	234	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	39	47	38	23	26	97	564	9	26	234	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	39	47	38	23	26	97	564	9	26	234	114
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.45	0.55	1.00	0.47	0.53	1.00	0.98	0.02	1.00	0.67	0.33
Final Sat.:	1600	726	874	1600	751	849	1600	1575	25	1600	1076	524
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.02	0.03	0.03	0.06	0.36	0.36	0.02	0.22	0.22
Crit Volume:			86	38					573	26		
Crit Moves:			****	****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	6	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			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	11	57	426	16	25	8	18	456	16	211	218	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	57	426	16	25	8	18	456	16	211	218	25
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	57	0	16	25	8	18	456	16	211	218	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	57	0	16	25	8	18	456	16	211	218	25
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	57	0	16	25	8	18	456	16	211	218	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.84	1.00	0.33	0.51	0.16	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	243	1257	1500	490	765	245	1500	1449	51	1500	1346	154
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.00	0.03	0.03	0.03	0.01	0.31	0.31	0.14	0.16	0.16
Crit Volume:			68	16					472	243		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.570
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	256	938	28	114	873	20	82	159	330	81	161	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	256	938	28	114	873	20	82	159	330	81	161	43
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	256	938	28	114	873	0	82	159	0	81	161	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	256	938	28	114	873	0	82	159	0	81	161	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	256	938	28	114	873	0	82	159	0	81	161	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.02	0.08	0.30	0.00	0.06	0.11	0.00	0.06	0.11	0.03
Crit Volume:		469		114			82				161	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.534
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0 1	0	0 1	1	1	0 0 1	1	0	1! 0 0	0 1	0	0 2
Volume Module:												
Base Vol:	0	7	1	759	20	544	655	34	7	1	29	561
Growth Adj:	1.00	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	7	1	759	20	544	655	34	7	1	29	561
User Adj:	1.00	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	7	1	759	20	544	655	34	7	1	29	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	759	20	544	655	34	7	1	29	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	759	20	544	655	34	7	1	29	561
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.88	0.10	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2826	74	1450	2729	142	29	48	1402	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.38	0.24	0.24	0.24	0.02	0.02	0.19
Crit Volume:		7		390			348				30	
Crit Moves:		****		****			****				****	

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#205 Watt Ave/Baseline Rd	C xxxxx	0.726	C xxxxx	0.726	+ 0.000 V/C
#209 West Side/ Baseline	D xxxxx	0.894	D xxxxx	0.894	+ 0.000 V/C
#212 Market Street/ Baseline	B xxxxx	0.659	B xxxxx	0.659	+ 0.000 V/C
#301 Locust/Baseline	A xxxxx	0.315	A xxxxx	0.315	+ 0.000 V/C
#305 Watt Ave/PFE Rd	B xxxxx	0.635	B xxxxx	0.635	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E xxxxx	0.910	E xxxxx	0.910	+ 0.000 V/C

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #205 Watt Ave/Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.726
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	90	470	393	210	785	442	235	1500	1	200	1270	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:	90	470	393	210	785	442	235	1500	1	200	1270	69
User Adj:	1.00	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:	90	470	393	210	785	442	235	1500	1	200	1270	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	470	393	210	785	442	235	1500	1	200	1270	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	470	393	210	785	442	235	1500	1	200	1270	69
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.29	0.08	0.19	0.32	0.09	0.36	0.00	0.07	0.31	0.05
Crit Volume:			393	105				500		0		
Crit Moves:			****	****				****		****		

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #209 West Side/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.894
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	31	760	522	277	793	546	604	1280	12	184	971	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	760	522	277	793	546	604	1280	12	184	971	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	760	522	277	793	546	604	1280	12	184	971	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	760	522	277	793	546	604	1280	12	184	971	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00	1.10	1.00	1.00
FinalVolume:	34	760	522	305	793	546	664	1280	12	202	971	160
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2750	4125	1375	2750	4125	1375	2750	4125	1375	2750	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.38	0.11	0.19	0.40	0.24	0.31	0.01	0.07	0.24	0.12
Crit Volume:			522	152			332				324	
Crit Moves:			****	****			****				****	

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #212 Market Street/ Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.659
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	157	60	13	172	101	82	7	1932	140	4	1187	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	60	13	172	101	82	7	1932	140	4	1187	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	60	13	172	101	82	7	1932	140	4	1187	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	60	13	172	101	82	7	1932	140	4	1187	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:	157	60	13	172	101	82	7	1932	140	4	1187	63
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1375	1375	1375	1375	1375	1375	1375	4125	1375	1375	4125	1375
Capacity Analysis Module:												
Vol/Sat:	0.11	0.04	0.01	0.13	0.07	0.06	0.01	0.47	0.10	0.00	0.29	0.05
Crit Volume:	157				101			644		4		
Crit Moves:	****				****			****		****		

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec):	100	Critical Vol./Cap. (X):	0.315
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	22	5	39	13	1	1	2	858	13	52	1229	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	5	39	13	1	1	2	858	13	52	1229	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	5	39	13	1	1	2	858	13	52	1229	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	5	39	13	1	1	2	858	13	52	1229	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	5	39	13	1	1	2	858	13	52	1229	19
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.87	0.06	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1161	264	1425	1235	95	95	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.01	0.01	0.01	0.00	0.20	0.01	0.04	0.29	0.01
Crit Volume:	22					15	2				410	
Crit Moves:	****					****	****				****	

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.635
Loss Time (sec):	0	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			Permitted			Permitted		
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	3	0	1	2	0	3	0	1	0	2
Volume Module:												
Base Vol:	7	1764	280	329	1849	3	11	7	16	237	1	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:	7	1764	280	329	1849	3	11	7	16	237	1	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	1764	280	329	1849	3	11	7	16	237	1	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1764	280	329	1849	3	11	7	16	237	1	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:	7	1764	280	329	1849	3	11	7	16	237	1	99
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.32	0.21	0.47	1.99	0.01	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	461	293	671	2838	12	2850
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.20	0.12	0.43	0.00	0.02	0.02	0.02	0.08	0.08	0.03
Crit Volume:		588		165				34		119		
Crit Moves:		****		****					****	****		

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.910
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	210	1501	162		75	1384	163		122	179	378		170	71	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:	210	1501	162		75	1384	163		122	179	378		170	71	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:	210	1501	162		75	1384	163		122	179	378		170	71	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	210	1501	162		75	1384	163		122	179	378		170	71	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:	210	1501	162		75	1384	163		122	179	378		170	71	35	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.55	0.12		0.05	0.50	0.12		0.09	0.13	0.27		0.12	0.05	0.03	
Crit Volume:	210				692				179				170			
Crit Moves:	****				****				****				****			

Cumulative Plus Project with No Placer Parkway
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Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#309 Watt Ave/Elverta Rd	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000
#310 Walerga Rd/Elverta Rd	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000
#311 Watt Ave/Antelope Rd	F	xxxxx	1.188	F	xxxxx	1.188	+ 0.000
#312 Walerga Rd/Antelope Rd	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
#313 Watt Ave/Elkhorn	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
#314 Walerga Rd/Elkhorn	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.898
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	157	1437	130	221	1916	470	554	694	73	184	706	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1437	130	221	1916	470	554	694	73	184	706	421
User Adj:	1.00	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:	157	1437	130	221	1916	470	554	694	73	184	706	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1437	130	221	1916	470	554	694	73	184	706	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	157	1437	130	221	1916	470	554	694	73	184	706	421
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.09	0.07	0.43	0.31	0.18	0.23	0.05	0.06	0.24	0.28
Crit Volume:	79				639		277				353	
Crit Moves:	****				****		****				****	

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	88	820	291	574	1471	89	169	1086	322	347	796	560
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	820	291	574	1471	89	169	1086	322	347	796	560
User Adj:	1.00	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:	88	820	291	574	1471	89	169	1086	322	347	796	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	820	291	574	1471	89	169	1086	322	347	796	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	820	291	574	1471	89	169	1086	322	347	796	560
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.19	0.19	0.49	0.06	0.06	0.24	0.21	0.12	0.18	0.37
Crit Volume:	44				736			362		174		
Crit Moves:	****				****			****		****		

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Cumulative Plus Project with No Placer Parkway
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.188
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	186	1115	14	63	1502	240	262	338	262	279	583	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	1115	14	63	1502	240	262	338	262	279	583	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	1115	14	63	1502	240	262	338	262	279	583	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	1115	14	63	1502	240	262	338	262	279	583	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	186	1115	14	63	1502	240	262	338	262	279	583	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.37	0.01	0.04	0.50	0.16	0.17	0.11	0.17	0.19	0.39	0.03
Crit Volume:	186				751		262				583	
Crit Moves:	****				****		****				****	

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.611
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	218	766	74	99	1078	347	190	284	102	150	300	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	766	74	99	1078	347	190	284	102	150	300	15
User Adj:	1.00	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:	218	766	74	99	1078	347	190	284	102	150	300	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	766	74	99	1078	347	190	284	102	150	300	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	218	766	74	99	1078	347	190	284	102	150	300	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	2207	793	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.05	0.03	0.36	0.23	0.06	0.13	0.13	0.05	0.10	0.01
Crit Volume:	109			539					193	75		
Crit Moves:	****			****					****	****		

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.870
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:															
Base Vol:	169	929	93	159	2095	366	217	820	336	225	692	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	929	93	159	2095	366	217	820	336	225	692	203
User Adj:	1.00	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:	169	929	93	159	2095	366	217	820	336	225	692	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	929	93	159	2095	366	217	820	336	225	692	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	169	929	93	159	2095	366	217	820	336	225	692	203
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.06	0.05	0.47	0.24	0.07	0.27	0.22	0.08	0.23	0.14
Crit Volume:	84					698			410	113		
Crit Moves:	****					****			****	****		

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.647
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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:	Ovl			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	156	600	150	464	1099	140	45	953	168	25	843	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	600	150	464	1099	140	45	953	168	25	843	354
User Adj:	1.00	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:	156	600	150	464	1099	140	45	953	168	25	843	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	600	150	464	1099	140	45	953	168	25	843	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	156	600	150	464	1099	140	45	953	168	25	843	354
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.10	0.15	0.37	0.09	0.03	0.21	0.11	0.02	0.19	0.24
Crit Volume:	78			550			318			25		
Crit Moves:	****			****			****			****		

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Cum Plus Project_NoPP_AM_SacCounty.out 5/4/2009

Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
#303 Pleasent Grove N/Riego	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000
#304 Pleasent Grove S/Riego	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000
#316 SR 99 NB Off Ramp / Riego Rd	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000
#317 SR 99 SB Off Ramp/Riego Rd	A	xxxxx	0.131	A	xxxxx	0.131	+ 0.000

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.703
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 0	0 0	0	1 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module:												
Base Vol:	0	0	0	308	0	2	52	1098	0	0	1283	161
Growth Adj:	1.00	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	308	0	2	52	1098	0	0	1283	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	308	0	2	52	1098	0	0	1283	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	308	0	2	52	1098	0	0	1283	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	308	0	2	52	1098	0	0	1283	161
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.04	0.39	0.00	0.00	0.45	0.11
Crit Volume:			0	308			52				642	
Crit Moves:				****			****				****	

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec):	100	Critical Vol./Cap. (X):	0.691
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	1	0	0	0	0	0	1	0	2	0	0
Volume Module:												
Base Vol:	390	0	181	0	0	0	0	929	477	170	1050	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:	390	0	181	0	0	0	0	929	477	170	1050	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	390	0	181	0	0	0	0	929	477	170	1050	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	390	0	181	0	0	0	0	929	477	170	1050	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:	390	0	181	0	0	0	0	929	477	170	1050	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.12	0.00	0.00	0.00	0.00	0.31	0.32	0.11	0.35	0.00
Crit Volume:	390				0				477	170		
Crit Moves:	****								****	****		

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Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.549
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	0	2	0	1
Volume Module:												
Base Vol:	139	0	772	0	0	0	0	151	12	0	1368	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	0	772	0	0	0	0	151	12	0	1368	77
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	139	0	0	0	0	0	0	151	0	0	1368	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	0	0	0	0	0	0	151	0	0	1368	77
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	139	0	0	0	0	0	0	151	0	0	1368	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.00	0.00	0.00	0.00	0.00	0.05	0.00	0.00	0.46	0.05
Crit Volume:	139				0			0			684	
Crit Moves:	****						****				****	

Cumulative Plus Project No Fri Oct 16, 2009 09:59:45 Page 6-1

Cumulative Plus Project with No Placer Parkway
Sierra Vista
AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.131
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	17	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0 0	0	0 0	1 0	0	0 1	0 0	2	0 1	0 0	2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	24	0	179	162	0	311	1196
Growth Adj:	1.00	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	1	0	24	0	179	162	0	311	1196
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:	0	0	0	1	0	24	0	179	162	0	311	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	24	0	179	162	0	311	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1	0	24	0	179	162	0	311	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.06	0.11	0.00	0.11	0.00
Crit Volume:	0					24			162	0		
Crit Moves:						****			****	****		

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Cum Plus Project_NoPP_AM_Sut.out 10/16/2009

2025 CUMULATIVE PLUS PROJECT CONDITIONS
WITHOUT PLACER PARKWAY
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.969	E	xxxxx	0.969	+ 0.000
# 5 Blue Oaks & Crocker Ranch	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.506	A	xxxxx	0.506	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	D	xxxxx	0.900	D	xxxxx	0.900	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.758	C	xxxxx	0.758	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.063	F	xxxxx	1.063	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.141	F	xxxxx	1.141	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.128	F	xxxxx	1.128	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.273	F	xxxxx	1.273	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.675	B	xxxxx	0.675	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.817	D	xxxxx	0.817	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.699	B	xxxxx	0.699	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.902	E	xxxxx	0.902	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.948	E	xxxxx	0.948	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.753	C	xxxxx	0.753	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.455	A	xxxxx	0.455	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000
# 47 Fiddyment & Del Webb/Village G	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.666	B	xxxxx	0.666	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.560	A	xxxxx	0.560	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.800	D	xxxxx	0.800	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	D	xxxxx	0.816	D	xxxxx	0.816	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.932	E	xxxxx	0.932	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	B	xxxxx	0.600	B	xxxxx	0.600	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.851	D	xxxxx	0.851	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.035	F	xxxxx	1.035	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.588	A	xxxxx	0.588	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	D	xxxxx	0.845	D	xxxxx	0.845	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.646	B	xxxxx	0.646	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.200	A	xxxxx	0.200	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	F	xxxxx	1.110	F	xxxxx	1.110	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	D	xxxxx	0.822	D	xxxxx	0.822	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 89 Pleasant Grove & Market	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
# 90 Pleasant Grove & Michener	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	C	xxxxx	0.727	C	xxxxx	0.727	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.227	F	xxxxx	1.227	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
#104 Roseville Parkway & Creekside	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.905	E	xxxxx	0.905	+ 0.000 V/C
#107 Roseville Parkway & Reserve	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.765	C	xxxxx	0.765	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.694	B	xxxxx	0.694	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.702	C	xxxxx	0.702	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.454	A	xxxxx	0.454	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.875	D	xxxxx	0.875	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.470	A	xxxxx	0.470	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000 V/C

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	C	xxxxx		0.711	C	xxxxx		0.711	+ 0.000
#148 I-80 WB Off & Douglas Blvd	D	xxxxx		0.801	D	xxxxx		0.801	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx		0.555	A	xxxxx		0.555	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx		0.717	C	xxxxx		0.717	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	B	xxxxx		0.695	B	xxxxx		0.695	+ 0.000
#152 I-80 WB Off & Riverside Ave	B	xxxxx		0.616	B	xxxxx		0.616	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx		0.835	D	xxxxx		0.835	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx		0.819	D	xxxxx		0.819	+ 0.000
#155 Taylor & Eureka I-80 EB Off	E	xxxxx		0.967	E	xxxxx		0.967	+ 0.000
#156 Fairway & Highland Park	B	xxxxx		0.665	B	xxxxx		0.665	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	E	xxxxx		0.911	E	xxxxx		0.911	+ 0.000
#158 Roseville Rkwy & Old Auburn	A	xxxxx		0.409	A	xxxxx		0.409	+ 0.000
#159 Washington Blvd & Industrial	B	xxxxx		0.679	B	xxxxx		0.679	+ 0.000
#160 Foothills Blvd & HP Far South/	B	xxxxx		0.661	B	xxxxx		0.661	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow	A	xxxxx		0.596	A	xxxxx		0.596	+ 0.000
#162 Gibson Rd & New Convention Cen	B	xxxxx		0.684	B	xxxxx		0.684	+ 0.000
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx		0.238	A	xxxxx		0.238	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx		0.490	A	xxxxx		0.490	+ 0.000
#165 Fiddyment Rd & Westhills Dr	C	xxxxx		0.721	C	xxxxx		0.721	+ 0.000
#166 Pleasant Grove Blvd & West Sid	D	xxxxx		0.892	D	xxxxx		0.892	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx		0.405	A	xxxxx		0.405	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx		0.171	A	xxxxx		0.171	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx		0.596	A	xxxxx		0.596	+ 0.000
#170 Industrial Ave & Alantown Dr	C	xxxxx		0.765	C	xxxxx		0.765	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West	D	xxxxx		0.864	D	xxxxx		0.864	+ 0.000
#172 Washington Blvd & All America	A	xxxxx		0.572	A	xxxxx		0.572	+ 0.000
#173 Cirby & Cottonwood	A	xxxxx		0.425	A	xxxxx		0.425	+ 0.000
#174 Secret Ravine & Alexandra	A	xxxxx		0.209	A	xxxxx		0.209	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx		0.773	C	xxxxx		0.773	+ 0.000
#176 Douglas Bl & I-80 EB On	C	xxxxx		0.725	C	xxxxx		0.725	+ 0.000
#177 Watt Ave & Pleasant Grove	A	xxxxx		0.565	A	xxxxx		0.565	+ 0.000
#178 Watt Ave & Road A	A	xxxxx		0.579	A	xxxxx		0.579	+ 0.000
#179 Watt Ave & Road B	A	xxxxx		0.457	A	xxxxx		0.457	+ 0.000
#180 Watt Ave & Baseline Rd	D	xxxxx		0.828	D	xxxxx		0.828	+ 0.000
#181 West Side Dr & Road A	A	xxxxx		0.530	A	xxxxx		0.530	+ 0.000
#182 West Side Dr & Road B	C	xxxxx		0.727	C	xxxxx		0.727	+ 0.000
#183 West Side Dr & Baseline Rd	D	xxxxx		0.808	D	xxxxx		0.808	+ 0.000
#184 Market St & Road B	A	xxxxx		0.316	A	xxxxx		0.316	+ 0.000
#185 Market St & Baseline Rd	B	xxxxx		0.645	B	xxxxx		0.645	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx		0.532	A	xxxxx		0.532	+ 0.000
#187 Upland Dr & Road B	A	xxxxx		0.382	A	xxxxx		0.382	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx		0.586	A	xxxxx		0.586	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx		0.574	A	xxxxx		0.574	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx		0.581	A	xxxxx		0.581	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx		0.219	A	xxxxx		0.219	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx		0.277	A	xxxxx		0.277	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx		0.419	A	xxxxx		0.419	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx		0.427	A	xxxxx		0.427	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx		0.086	A	xxxxx		0.086	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/	Future LOS	Veh	Del/ C	V/	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx		0.400	A	xxxxx		0.400	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx		0.662	B	xxxxx		0.662	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx		0.572	A	xxxxx		0.572	+ 0.000 V/C
#199 Baseline Rd & SV CC4	C	xxxxx		0.736	C	xxxxx		0.736	+ 0.000 V/C
#200 Watt Ave & Road C	A	xxxxx		0.364	A	xxxxx		0.364	+ 0.000 V/C
#201 West Side Dr & Road C	A	xxxxx		0.430	A	xxxxx		0.430	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	A	xxxxx		0.418	A	xxxxx		0.418	+ 0.000 V/C
#203 West Side Dr & Parkway One	B	xxxxx		0.643	B	xxxxx		0.643	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	B	xxxxx		0.645	B	xxxxx		0.645	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx		0.623	B	xxxxx		0.623	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx		0.659	B	xxxxx		0.659	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx		0.572	A	xxxxx		0.572	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx		0.581	A	xxxxx		0.581	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx		0.923	E	xxxxx		0.923	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx		0.811	D	xxxxx		0.811	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx		0.691	B	xxxxx		0.691	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap. (X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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	0	1 0	0	1	1	0 1	1	0	1	0 2	0	1
Volume Module:																
Base Vol:	16	1	23		64	4	18		20	1095	42		13	1023	169	
Growth Adj:	1.00	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	1	23		64	4	18		20	1095	42		13	1023	169	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	16	1	23		64	4	18		20	1095	42		13	1023	169	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	16	1	23		64	4	18		20	1095	42		13	1023	169	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	1	23		64	4	18		20	1095	42		13	1023	169	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.04	0.96		0.94	0.06	1.00		1.00	1.93	0.07		1.00	2.00	1.00	
Final Sat.:	1450	60	1390		1365	85	1450		1450	2793	107		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.02	0.02		0.05	0.05	0.01		0.01	0.39	0.39		0.01	0.35	0.12	
Crit Volume:			24			68					569		13			
Crit Moves:			****			****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.758
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	86	0	674	0	0	0	0	926	252	359	1285	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	0	674	0	0	0	0	926	252	359	1285	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	0	674	0	0	0	0	926	252	359	1285	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	674	0	0	0	0	926	252	359	1285	1
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:	86	0	674	0	0	0	0	926	252	359	1285	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.45	0.00	0.00	0.00	0.00	0.31	0.17	0.24	0.43	0.43
Crit Volume:			674	0				463		0		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.654
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	378	0	203	128	824	0	0	949	394
Growth Adj:	1.00	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	378	0	203	128	824	0	0	949	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	378	0	203	128	824	0	0	949	394
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	378	0	203	128	824	0	0	949	394
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	378	0	203	128	824	0	0	949	394
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.14	0.09	0.27	0.00	0.00	0.32	0.26
Crit Volume:			0	378			128			475		
Crit Moves:				****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.969		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	E		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	154	894	301	430	1242	196	633	1134	109	364	1727	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	894	301	430	1242	196	633	1134	109	364	1727	403
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	894	301	430	1242	0	633	1134	109	364	1727	403
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	894	301	430	1242	0	633	1134	109	364	1727	403
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:	154	894	301	430	1242	0	633	1134	109	364	1727	403
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.15	0.29	0.00	0.22	0.26	0.08	0.13	0.40	0.28
Crit Volume:		298		215			317				576	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap. (X):	0.836		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	139	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:	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	381	0	63	76	1234	0	0	2391	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	381	0	63	76	1234	0	0	2391	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	381	0	63	76	1234	0	0	2391	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	63	76	1234	0	0	2391	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	381	0	63	76	1234	0	0	2391	216
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.04	0.05	0.27	0.00	0.00	0.53	0.14
Crit Volume:		0		381			76				797	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap. (X):	0.550
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	38	0	70	0	0	0	0	1191	40	390	2223	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:	38	0	70	0	0	0	0	1191	40	390	2223	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	38	0	70	0	0	0	0	1191	40	390	2223	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	70	0	0	0	0	1191	40	390	2223	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	38	0	70	0	0	0	0	1191	40	390	2223	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.26	0.03	0.26	0.49	0.00
Crit Volume:	38				0			397		390		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	0.753
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0
Volume Module:												
Base Vol:	145	928	552	158	1148	107	94	474	37	530	958	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	145	928	552	158	1148	107	94	474	37	530	958	399
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	145	928	0	158	1148	107	94	474	0	530	958	399
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	928	0	158	1148	107	94	474	0	530	958	399
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	145	928	0	158	1148	107	94	474	0	530	958	399
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.32	0.00	0.05	0.40	0.07	0.03	0.11	0.00	0.18	0.22	0.28
Crit Volume:	73				574		47					399
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.675
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	179	0	26	26	2245	0	0	3230	332
Growth Adj:	1.00	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	179	0	26	26	2245	0	0	3230	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	179	0	26	26	2245	0	0	3230	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	179	0	26	26	2245	0	0	3230	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	179	0	26	26	2245	0	0	3230	332
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.12	0.00	0.02	0.02	0.37	0.00	0.00	0.54	0.22
Crit Volume:		0		179			26				807	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap. (X): 0.506
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	116	0	1	1	1156	1	0	1924	175
Growth Adj:	1.00	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	116	0	1	1	1156	1	0	1924	175
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	1	1	1156	1	0	1924	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	1	1	1156	1	0	1924	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	116	0	1	1	1156	1	0	1924	175
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.26	0.00	0.00	0.43	0.12
Crit Volume:		0		116			1				641	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.817
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 125 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	53	21	57	302	23	236	87	1367	35	47	2292	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	21	57	302	23	236	87	1367	35	47	2292	315
User Adj:	1.00	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:	53	21	57	302	23	236	87	1367	35	47	2292	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	21	57	302	23	236	87	1367	35	47	2292	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	53	21	57	302	23	236	87	1367	35	47	2292	315
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.08	0.08	0.84	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1561	119	1220	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.01	0.04	0.19	0.19	0.19	0.06	0.31	0.02	0.03	0.53	0.22
Crit Volume:	53			281			87			764		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.900
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	788	805	342	447	771	284	142	1711	520	71	2431	319
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	788	805	342	447	771	284	142	1711	520	71	2431	319
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	788	805	0	447	771	284	142	1711	520	71	2431	319
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	788	805	0	447	771	284	142	1711	520	71	2431	319
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	788	805	0	447	771	284	142	1711	520	71	2431	319
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.28	0.00	0.15	0.18	0.20	0.05	0.30	0.36	0.02	0.42	0.22
Crit Volume:		403			224			71			608	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.758
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	275	455	296	259	575	36	106	1415	237	642	2131	303
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	455	296	259	575	36	106	1415	237	642	2131	303
User Adj:	1.00	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:	275	455	296	259	575	36	106	1415	237	642	2131	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	455	296	259	575	36	106	1415	237	642	2131	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	275	455	296	259	575	36	106	1415	237	642	2131	303
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.20	0.09	0.20	0.02	0.04	0.24	0.16	0.22	0.37	0.21
Crit Volume:	138			288			354			321		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	1.063
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	844	1026	191	251	1459	240	380	819	560	446	641	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	844	1026	191	251	1459	240	380	819	560	446	641	140
User Adj:	1.00	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:	844	1026	191	251	1459	240	380	819	560	446	641	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	844	1026	191	251	1459	240	380	819	560	446	641	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	844	1026	191	251	1459	240	380	819	560	446	641	140
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.35	0.13	0.09	0.34	0.17	0.13	0.28	0.39	0.15	0.22	0.10
Crit Volume:	422			486			410			223		
Crit Moves:	****			****			****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120			Critical Vol./Cap. (X):			1.141						
Loss Time (sec):	9			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			Permitted			Permitted			
Rights:	Ignore			Include			Include			Ignore			
Min. Green:	0	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	0 1	2	0 1	0 0	0	0 0	0 0	2	0 0	0 2	
Volume Module:													
Base Vol:	0	731	463	2056	637	0	0	0	0	636	0	2366	
Growth Adj:	1.00	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	731	463	2056	637	0	0	0	0	636	0	2366	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
PHF Volume:	0	731	0	2056	637	0	0	0	0	636	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	731	0	2056	637	0	0	0	0	636	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	
FinalVolume:	0	731	0	2056	637	0	0	0	0	636	0	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00	
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.24	0.00	0.69	0.42	0.00	0.00	0.00	0.00	0.21	0.00	0.00	
Crit Volume:		366		1028				0		318			
Crit Moves:		****		****						****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120			Critical Vol./Cap. (X):			0.624						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	49			Level Of Service:			B						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Protected			Protected			
Rights:	Ignore			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 1	0	0 0	0 0	0	0 2	1 0	2	0 3	0 0	
Volume Module:													
Base Vol:	0	0	258	0	0	0	0	2251	9	364	2603	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	258	0	0	0	0	2251	9	364	2603	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	0	2251	9	364	2603	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	0	2251	9	364	2603	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	0	2251	9	364	2603	0	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00	
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500	0	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.50	0.12	0.58	0.00	
Crit Volume:	0			0					753	182			
Crit Moves:									****	****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.919
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	4	1	11	13	1	11	15	2221	9	14	2553	22
Growth Adj:	1.00	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	1	11	13	1	11	15	2221	9	14	2553	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	13	1	11	15	2221	9	14	2553	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	13	1	11	15	2221	9	14	2553	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	13	1	11	15	2221	9	14	2553	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.06	0.69	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	363	91	997	1346	104	1450	1450	2888	12	1450	2875	25
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.77	0.77	0.01	0.89	0.89
Crit Volume:			16			14		15			1288	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	1	0	0	1	1	0	1	0
Volume Module:												
Base Vol:	11	17	52	180	141	192	61	1053	41	167	1116	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	17	52	180	141	192	61	1053	41	167	1116	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	17	52	180	141	192	61	1053	41	167	1116	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	17	52	180	141	192	61	1053	41	167	1116	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	17	52	180	141	192	61	1053	41	167	1116	25
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.14	0.21	0.65	0.56	0.44	1.00	1.00	1.93	0.07	1.00	1.96	0.04
Final Sat.:	206	319	975	841	659	1500	1500	2888	112	1500	2934	66
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.21	0.21	0.13	0.04	0.36	0.36	0.11	0.38	0.38
Crit Volume:	11				321				547	167		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	50	3	459	5	7	4	44	1657	219	305	1535	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	3	459	5	7	4	44	1657	219	305	1535	3
User Adj:	1.00	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:	50	3	459	5	7	4	44	1657	219	305	1535	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	3	459	5	7	4	44	1657	219	305	1535	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	3	459	5	7	4	44	1657	219	305	1535	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1368	82	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.57	0.15	0.11	0.53	0.53
Crit Volume:			459		12			829		0		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.528
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	31	1016	7	11	1306	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	31	1016	7	11	1306	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1	17	26	0	13	31	1016	7	11	1306	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	31	1016	7	11	1306	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1	17	26	0	13	31	1016	7	11	1306	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2880	20	1450	2837	63
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.35	0.35	0.01	0.46	0.46
Crit Volume:			41			26		31				668
Crit Moves:			****			****		****				****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec):	120	Critical Vol./Cap. (X):	1.128
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1203	462	317	317	835	234	207	1317	1223	84	1304	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1203	462	317	317	835	234	207	1317	1223	84	1304	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1203	462	317	317	835	234	207	1317	1223	84	1304	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1203	462	317	317	835	234	207	1317	1223	84	1304	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1203	462	317	317	835	234	207	1317	1223	84	1304	209
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.19	0.16	0.07	0.30	0.42	0.03	0.45	0.14
Crit Volume:	602			278			104			652		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.643
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	697	0	769	538	418	0	0	594	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:	0	0	0	697	0	769	538	418	0	0	594	368
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	697	0	0	538	418	0	0	594	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	697	0	0	538	418	0	0	594	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	697	0	0	538	418	0	0	594	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.69	1.31	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2532	1968	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:				0			349			319		
Crit Moves:				****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.646
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	100	0	40	0	0	0	0	1650	470	71	1738	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:	100	0	40	0	0	0	0	1650	470	71	1738	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	0	40	0	0	0	0	1650	470	71	1738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	0	40	0	0	0	0	1650	470	71	1738	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:	100	0	40	0	0	0	0	1650	470	71	1738	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.33	0.67	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3502	998	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.03	0.00	0.00	0.00	0.00	0.47	0.47	0.05	0.58	0.00
Crit Volume:	100			0			0			869		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap. (X): 1.273
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0
Volume Module:												
Base Vol:	46	103	100	79	76	620	352	2179	23	58	2361	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	103	100	79	76	620	352	2179	23	58	2361	62
User Adj:	1.00	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:	46	103	100	79	76	620	352	2179	23	58	2361	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	103	100	79	76	620	352	2179	23	58	2361	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	46	103	100	79	76	620	352	2179	23	58	2361	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.98	0.02	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2870	30	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.05	0.43	0.12	0.76	0.76	0.02	0.81	0.04
Crit Volume:	46					620	0				1181	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap. (X):	0.675
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1
Volume Module:												
Base Vol:	445	782	22	706	704	65	150	1080	264	63	1201	572
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	782	22	706	704	65	150	1080	264	63	1201	572
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	445	782	22	706	704	65	150	1080	264	63	1201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	782	22	706	704	65	150	1080	264	63	1201	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	445	782	22	706	704	65	150	1080	264	63	1201	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.92	0.08	3.00	2.75	0.25	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4231	119	4350	3982	368	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.18	0.16	0.18	0.18	0.05	0.25	0.18	0.02	0.28	0.00
Crit Volume:			268	235			75				400	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.817
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	293	560	133	261	1025	256	242	1159	187	202	1726	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	560	133	261	1025	256	242	1159	187	202	1726	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	293	560	133	261	1025	256	242	1159	0	202	1726	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	560	133	261	1025	256	242	1159	0	202	1726	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	293	560	133	261	1025	256	242	1159	0	202	1726	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.09	0.24	0.18	0.08	0.27	0.00	0.07	0.40	0.00
Crit Volume:	147				342		121				575	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap. (X):	0.699
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	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:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	89	64	80	129	92	162	132	1480	61	159	2046		86	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	89	64	80	129	92	162	132	1480	61	159	2046		86	
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:	89	64	80	129	92	162	132	1480	61	159	2046		0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	89	64	80	129	92	162	132	1480	61	159	2046		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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		0.00	
FinalVolume:	89	64	80	129	92	162	132	1480	61	159	2046		0	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.00	1.00	1.00	1.17	0.83	1.00	1.00	2.88	0.12	1.00	3.00		1.00	
Final Sat.:	1450	1450	1450	1693	1207	1450	1450	4178	172	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.06	0.04	0.06	0.08	0.08	0.11	0.09	0.35	0.35	0.11	0.47		0.00	
Crit Volume:	89			111			132				682			
Crit Moves:	****			****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap. (X):	0.684
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	124	60	41	219	81	14	35	1509	128	54	2062		123	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Initial Bse:	124	60	41	219	81	14	35	1509	128	54	2062		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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
PHF Volume:	124	60	41	219	81	14	35	1509	128	54	2062		123	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0		0	
Reduced Vol:	124	60	41	219	81	14	35	1509	128	54	2062		123	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
FinalVolume:	124	60	41	219	81	14	35	1509	128	54	2062		123	
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		1450	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	
Lanes:	1.11	0.53	0.36	1.39	0.52	0.09	1.00	3.00	1.00	1.00	3.00		1.00	
Final Sat.:	1598	773	528	2023	748	129	1450	4350	1450	1450	4350		1450	
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.04	0.47		0.08	
Crit Volume:	113			157			35				687			
Crit Moves:	****			****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap. (X):	0.902
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	429	413	262	236	831	572	358	1483	260	173	1997	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	429	413	262	236	831	572	358	1483	260	173	1997	86
User Adj:	1.00	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:	429	413	262	236	831	572	358	1483	260	173	1997	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	429	413	262	236	831	572	358	1483	260	173	1997	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	429	413	262	236	831	572	358	1483	260	173	1997	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.83	0.17
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5561	239
Capacity Analysis Module:												
Vol/Sat:	0.15	0.14	0.18	0.08	0.19	0.39	0.12	0.34	0.18	0.06	0.36	0.36
Crit Volume:	215					572	0				521	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap. (X):	0.684
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	134	2	50	100	2	75	40	1483	135	75	2150	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	2	50	100	2	75	40	1483	135	75	2150	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2	50	100	2	75	40	1483	135	75	2150	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2	50	100	2	75	40	1483	135	75	2150	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	2	50	100	2	75	40	1483	135	75	2150	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	56	1394	1450	38	1412	1450	3987	363	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.49	0.49
Crit Volume:	134			100			40					717
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap. (X):	0.746
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	158	704	40	739	864	87	147	1197	345	119	1582	908
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	704	40	739	864	87	147	1197	345	119	1582	908
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:	158	704	40	739	864	87	147	1197	345	119	1582	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	704	40	739	864	87	147	1197	345	119	1582	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	158	704	40	739	864	87	147	1197	345	119	1582	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.17	0.20	0.06	0.05	0.28	0.24	0.04	0.36	0.00
Crit Volume:		235		246			74				527	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.621
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ovl			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!	0 0	1	1 0	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	3	4	9	413	5	69	51	1063	0	11	1054	195
Growth Adj:	1.00	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	4	9	413	5	69	51	1063	0	11	1054	195
User Adj:	1.00	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:	3	4	9	413	5	69	51	1063	0	11	1054	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	413	5	69	51	1063	0	11	1054	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	4	9	413	5	69	51	1063	0	11	1054	195
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.69	0.31
Final Sat.:	272	363	816	2865	35	1450	1450	2900	0	1450	2447	453
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.04	0.37	0.00	0.01	0.43	0.43
Crit Volume:		16		209			51				625	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.948
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	1 0	1	1	1 0	1	0	1 1	0	1 0	2 0 1
Volume Module:												
Base Vol:	34	27	82	1056	27	271	278	1150	20	66	1043	510
Growth Adj:	1.00	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	27	82	1056	27	271	278	1150	20	66	1043	510
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	27	0	1056	27	271	278	1150	20	66	1043	510
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	27	0	1056	27	271	278	1150	20	66	1043	510
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	27	0	1056	27	271	278	1150	20	66	1043	510
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.37	0.37	0.19	0.19	0.40	0.40	0.05	0.36	0.35
Crit Volume:	34			542			278				522	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec):	120	Critical Vol./Cap. (X):	0.496
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0	1! 0	0	1	0 1! 0	0	1	0 1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	459	0	30	1	466	0	0	498	374
Growth Adj:	1.00	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	459	0	30	1	466	0	0	498	374
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:	0	0	0	459	0	30	1	466	0	0	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	459	0	30	1	466	0	0	498	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	459	0	30	2	466	0	0	498	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.88	0.00	0.12	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2816	0	184	13	2987	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.33	0.00
Crit Volume:		0		245			1				498	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.477
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	35	0	165	0	0	0	0	947	59	178	899	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:	35	0	165	0	0	0	0	947	59	178	899	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	165	0	0	0	0	947	59	178	899	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	165	0	0	0	0	947	59	178	899	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:	35	0	165	0	0	0	0	947	59	178	899	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2824	176	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.11	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.30	0.00
Crit Volume:	35			0					503	178		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.407
Loss Time (sec):	12	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			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! 0	0	1	0	0	0	1	0	1	0
Volume Module:												
Base Vol:	13	0	10	66	7	16	0	946	20	18	842	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:	13	0	10	66	7	16	0	946	20	18	842	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	66	7	16	0	946	20	18	842	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	66	7	16	0	946	20	18	842	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:	13	0	10	66	7	16	0	946	20	18	842	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.30	0.70	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	441	1009	0	2840	60	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.02	0.02	0.00	0.33	0.33	0.01	0.29	0.00
Crit Volume:			23	66				483		18		
Crit Moves:			****	****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.872
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	523	777	232	207	832	120	210	1695	589	321	1472	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	777	232	207	832	120	210	1695	589	321	1472	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	523	777	232	207	832	120	210	1695	589	321	1472	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	777	232	207	832	120	210	1695	589	321	1472	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	523	777	232	207	832	120	210	1695	589	321	1472	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.16	0.07	0.19	0.08	0.07	0.39	0.41	0.11	0.34	0.00
Crit Volume:	262			277			565			161		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap. (X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	192	1458	75	127	1275	91	47	162	165	46	227	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	1458	75	127	1275	91	47	162	165	46	227	191
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	192	1458	0	127	1275	0	47	162	0	46	227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1458	0	127	1275	0	47	162	0	46	227	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	192	1458	0	127	1275	0	47	162	0	46	227	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.34	0.00	0.09	0.29	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:		486			127			47			114	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.753
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 92 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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	536	536	223	125	537	256	284	1936	476	177	2365	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:	536	536	223	125	537	256	284	1936	476	177	2365	58
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	536	536	0	125	537	0	284	1936	0	177	2365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	536	0	125	537	0	284	1936	0	177	2365	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	536	536	0	125	537	0	284	1936	0	177	2365	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.04	0.12	0.00	0.10	0.45	0.00	0.06	0.41	0.00
Crit Volume:	179				179			645		89		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap. (X): 0.746
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1660		56	173	1485	361	390	367	32	124	320	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1660		56	173	1485	361	390	367	32	124	320	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1660	0	173	1485	0	390	367	0	124	320	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1660	0	173	1485	0	390	367	0	124	320	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1660	0	173	1485	0	390	367	0	124	320	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.00	0.12	0.34	0.00	0.13	0.13	0.00	0.09	0.11	0.00
Crit Volume:		553			173			195			160	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.447
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	19	0	40		9	2	2		29	1079	20		48	700	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	0	40		9	2	2		29	1079	20		48	700	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:	19	0	40		9	2	2		29	1079	20		48	700	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	0	40		9	2	2		29	1079	20		48	700	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:	19	0	40		9	2	2		29	1079	20		48	700	28	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.82	0.18	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1450	0	1450		1186	264	1450		1450	2847	53		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.03		0.01	0.01	0.00		0.02	0.38	0.38		0.03	0.24	0.02	
Crit Volume:			40			11					550		48			
Crit Moves:			****			****					****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap. (X):	0.416
Loss Time (sec):	12	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:	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	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	5	969	34		79	1113	11		11	1	3		11	1	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:	5	969	34		79	1113	11		11	1	3		11	1	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:	5	969	34		79	1113	11		11	1	3		11	1	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	969	34		79	1113	11		11	1	3		11	1	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:	5	969	34		79	1113	11		11	1	3		11	1	35	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.93	0.07		1.00	1.98	0.02		1.00	0.25	0.75		0.92	0.08	1.00	
Final Sat.:	1450	2802	98		1450	2872	28		1450	363	1088		1329	121	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.35		0.05	0.39	0.39		0.01	0.00	0.00		0.01	0.01	0.02	
Crit Volume:			502			79				11				12		
Crit Moves:			****			****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap. (X):	0.546
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	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:		Ovl			Ovl			Ovl			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	1	0 0 1	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	210	27	50	27	11	71	113	914	131	189	962	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:	210	27	50	27	11	71	113	914	131	189	962	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:	210	27	50	27	11	71	113	914	131	189	962	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	27	50	27	11	71	113	914	131	189	962	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:	210	27	50	27	11	71	113	914	131	189	962	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.77	0.23	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2570	330	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.03	0.02	0.01	0.05	0.08	0.32	0.09	0.13	0.33	0.02
Crit Volume:	119			27			457			189		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.469
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	85	820	58	26	927	93	169	2	99	13	1	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	820	58	26	927	93	169	2	99	13	1	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	820	58	26	927	93	169	2	99	13	1	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	820	58	26	927	93	169	2	99	13	1	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	820	58	26	927	93	169	2	99	13	1	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2866	34	1450	1450	45	1405
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.04	0.02	0.32	0.06	0.06	0.06	0.07	0.01	0.02	0.02
Crit Volume:	85			464			99		32			
Crit Moves:	****			****			****		****			

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.455
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	496	9	22	73	11	17	19	585	328	31	553	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	496	9	22	73	11	17	19	585	328	31	553	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	9	22	73	11	17	19	585	328	31	553	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	9	22	73	11	17	19	585	328	31	553	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	9	22	73	11	17	19	585	328	31	553	59
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2848	52	1450	1260	190	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.02	0.06	0.06	0.01	0.01	0.20	0.23	0.02	0.19	0.04
Crit Volume:	253			84				293		31		
Crit Moves:	****			****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec):	120	Critical Vol./Cap. (X):	0.525
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Ovl			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:	0	1	0	0	1	0	1	0	2	0	1	0
Volume Module:												
Base Vol:	85	2	40	6	2	84	69	902	71	49	1043	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	2	40	6	2	84	69	902	71	49	1043	3
User Adj:	1.00	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:	85	2	40	6	2	84	69	902	71	49	1043	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	2	40	6	2	84	69	902	71	49	1043	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	85	2	40	6	2	84	69	902	71	49	1043	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1417	33	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.31	0.05	0.03	0.36	0.00
Crit Volume:		87				84	69				522	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec):	120	Critical Vol./Cap. (X):	0.457
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	127	2	43	28	2	7	35	971	69	75	889	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	2	43	28	2	7	35	971	69	75	889	19
User Adj:	1.00	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	2	43	28	2	7	35	971	69	75	889	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	2	43	28	2	7	35	971	69	75	889	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	2	43	28	2	7	35	971	69	75	889	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.76	0.05	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2855	45	1450	1097	78	274	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.03	0.03	0.03	0.03	0.02	0.33	0.05	0.05	0.31	0.01
Crit Volume:	64					37		486		75		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec):	120	Critical Vol./Cap. (X):	0.745
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	16	1350	71	57	1305	254	158	36	3	154	190	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1350	71	57	1305	254	158	36	3	154	190	74
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1350	71	57	1305	0	158	36	3	154	190	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1350	71	57	1305	0	158	36	3	154	190	74
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:	16	1350	71	57	1305	0	158	36	3	154	190	74
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.05	0.04	0.45	0.00	0.11	0.02	0.00	0.11	0.13	0.05
Crit Volume:		675			57		158				190	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec):	100	Critical Vol./Cap. (X):	0.666
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	141	884	169	107	1344	235	68	10	36	143	19	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:	141	884	169	107	1344	235	68	10	36	143	19	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	884	169	107	1344	235	68	10	36	143	19	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	884	169	107	1344	235	68	10	36	143	19	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:	141	884	169	107	1344	235	68	10	36	143	19	81
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.30	0.12	0.07	0.46	0.16	0.05	0.01	0.02	0.10	0.01	0.06
Crit Volume:	141			672			10			143		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec):	100	Critical Vol./Cap. (X):	0.603
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	2 0 0	0	0	2 0 1	1	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	37	1588	0	0	1540	161	48	0	97	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:	37	1588	0	0	1540	161	48	0	97	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	1588	0	0	1540	161	48	0	97	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1588	0	0	1540	161	48	0	97	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:	37	1588	0	0	1540	161	48	0	97	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.53	0.00	0.00	0.51	0.11	0.03	0.00	0.06	0.00	0.00	0.00
Crit Volume:	37			770			97		0			
Crit Moves:	****			****			****					

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.862
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	165	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	980	1376	67	121	1727	235	313	482	639	70	515	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:	980	1376	67	121	1727	235	313	482	639	70	515	69
User Adj:	1.00	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:	980	1376	67	121	1727	235	313	482	639	70	515	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	980	1376	67	121	1727	235	313	482	639	70	515	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	980	1376	67	121	1727	235	313	482	639	70	515	69
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.34	0.32	0.05	0.08	0.30	0.16	0.11	0.17	0.44	0.05	0.12	0.05
Crit Volume:	490			432			157				172	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap. (X):	0.544
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	18	747	376	23	1878	60	20	8	56	170	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	747	376	23	1878	60	20	8	56	170	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	747	376	23	1878	60	20	8	56	170	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	747	376	23	1878	60	20	8	56	170	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	747	376	23	1878	60	20	8	56	170	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.91	0.09	0.71	0.29	1.00	1.97	0.03	1.00
Final Sat.:	1450	2900	1450	1450	4215	135	1036	414	1450	2850	50	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.02	0.45	0.45	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0					646			56	87		
Crit Moves:	****					****			****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3 0	1	1	0 3	0	1	1 1	0	0	1 1
Volume Module:												
Base Vol:	104	1406	65	34	1160	168	497	5	313	181	5	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:	104	1406	65	34	1160	168	497	5	313	181	5	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1406	65	34	1160	168	497	5	0	181	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1406	65	34	1160	168	497	5	0	181	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1406	65	34	1160	168	497	5	0	181	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2871	29	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.04	0.02	0.27	0.12	0.17	0.17	0.00	0.12	0.00	0.00
Crit Volume:		469		34				251		181		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.560
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3 0	1	1	0 3	0	0	0 0	0	1	0 0
Volume Module:												
Base Vol:	0	2471	54	0	2278	0	0	0	0	16	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	2471	54	0	2278	0	0	0	0	16	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2471	54	0	2278	0	0	0	0	16	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2471	54	0	2278	0	0	0	0	16	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2471	54	0	2278	0	0	0	0	16	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.04	0.00	0.51	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		824		0				0		16		
Crit Moves:		****		****						****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap. (X):	0.800
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	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:	Ovl			Ignore			Ignore			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:	2 0	2	0 1	2 0	2	0 1	2 0	2	0 1	3 0	1	0 1
Volume Module:												
Base Vol:	26	575	399	627	1173	3	69	410	210	605	144	838
Growth Adj:	1.00	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	575	399	627	1173	3	69	410	210	605	144	838
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	26	575	399	627	1173	0	69	410	0	605	144	838
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	575	399	627	1173	0	69	410	0	605	144	838
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	26	575	399	627	1173	0	69	410	0	605	144	838
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.20	0.28	0.22	0.40	0.00	0.02	0.14	0.00	0.14	0.10	0.58
Crit Volume:		288		0			35					838
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap. (X):	0.516
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2	0 1	1 0	2	1 0	1 1	0	0 1	1 1	0	0 1
Volume Module:												
Base Vol:	4	907	39	65	1948	0	15	2	1	147	2	177
Growth Adj:	1.00	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	907	39	65	1948	0	15	2	1	147	2	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	907	39	65	1948	0	15	2	1	147	2	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	907	39	65	1948	0	15	2	1	147	2	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	907	39	65	1948	0	15	2	1	147	2	177
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.76	0.24	1.00	1.97	0.03	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2647	353	1500	2960	40	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.03	0.04	0.43	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4				649		9					177
Crit Moves:	****				****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.816
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 124 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	262	1397	100	345	1763	285	224	323	76	299	1059	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	1397	100	345	1763	285	224	323	76	299	1059	145
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	262	1397	0	345	1763	0	224	323	76	299	1059	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	262	1397	0	345	1763	0	224	323	76	299	1059	145
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	262	1397	0	345	1763	0	224	323	76	299	1059	145
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.12	0.41	0.00	0.08	0.11	0.05	0.10	0.24	0.10
Crit Volume:	131			588			112			353		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	214	1542	93	14	2155	148	95	19	167	65	16	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:	214	1542	93	14	2155	148	95	19	167	65	16	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:	214	1542	93	14	2155	148	95	19	167	65	16	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	1542	93	14	2155	148	95	19	167	65	16	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:	214	1542	93	14	2155	148	95	19	167	65	16	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.81	0.19	0.83	0.17	1.00	0.80	0.20	1.00
Final Sat.:	1450	4103	247	1450	4070	280	1208	242	1450	1164	286	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.38	0.01	0.53	0.53	0.08	0.08	0.12	0.06	0.06	0.02
Crit Volume:	214			768			114			81		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.932
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	344	743	692	177	1577	431	371	1323	105	711	1797	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:	344	743	692	177	1577	431	371	1323	105	711	1797	105
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	344	743	0	177	1577	0	371	1323	0	711	1797	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	743	0	177	1577	0	371	1323	0	711	1797	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	344	743	0	177	1577	0	371	1323	0	711	1797	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.00	0.06	0.27	0.00	0.13	0.30	0.00	0.16	0.41	0.00
Crit Volume:	172			394			185			599		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap. (X):	0.600
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	44	1880	41	28	2124	50	33	0	23	23	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1880	41	28	2124	50	33	0	23	23	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1880	41	28	2124	50	33	0	23	23	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1880	41	28	2124	50	33	0	23	23	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1880	41	28	2124	50	33	0	23	23	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.93	0.07	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	1450	4257	93	1450	4250	100	854	0	596	725	0	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.50	0.50	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44			725			56			46		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.825
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	131	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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	318	2396	65	81	2246	96	95	77	143	185	324	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	2396	65	81	2246	96	95	77	143	185	324	123
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	318	2396	0	81	2246	96	95	77	143	185	324	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	2396	0	81	2246	96	95	77	143	185	324	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	318	2396	0	81	2246	96	95	77	143	185	324	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.88	0.12	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4172	178	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.55	0.00	0.03	0.54	0.54	0.07	0.03	0.10	0.06	0.11	0.00
Crit Volume:	159				781		95				162	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap. (X):	0.654
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	71	1872	151	277	1832	154	251	54	115	305	68	246
Growth Adj:	1.00	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	1872	151	277	1832	154	251	54	115	305	68	246
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	71	1872	0	277	1832	154	251	54	0	305	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1872	0	277	1832	154	251	54	0	305	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	71	1872	0	277	1832	154	251	54	0	305	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.00	0.10	0.42	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		624			139		84			102		
Crit Moves:		****			****		****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap. (X):	0.851
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	153	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	193	1638	1	15	1909	239	84	0	139	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	193	1638	1	15	1909	239	84	0	139	2	1	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	193	1638	1	15	1909	239	84	0	139	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	193	1638	1	15	1909	239	84	0	139	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	193	1638	1	15	1909	239	84	0	139	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.57	0.57	0.01	0.66	0.16	0.06	0.00	0.10	0.00	0.00	0.00
Crit Volume:	193				955		84				3	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.035
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	622	911	31	1116	908	319	614	1634	841	231	2072	629
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	622	911	31	1116	908	319	614	1634	841	231	2072	629
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	622	911	0	1116	908	0	614	1634	0	231	2072	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	622	911	0	1116	908	0	614	1634	0	231	2072	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	622	911	0	1116	908	0	614	1634	0	231	2072	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.21	0.00	0.26	0.21	0.00	0.21	0.28	0.00	0.08	0.36	0.00
Crit Volume:		304			372			307			518	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec): 120 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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			Ovl			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:	2	0	1 1	0	1	0 2	0	1	2 0	0	1	0 1
Volume Module:												
Base Vol:	144	1217	4	11	1573	440	538	3	159	13	17	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1217	4	11	1573	440	538	3	159	13	17	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1217	4	11	1573	440	538	3	159	13	17	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1217	4	11	1573	440	538	3	159	13	17	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	144	1217	4	11	1573	440	538	3	159	13	17	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	27	1423	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.54	0.30	0.19	0.11	0.11	0.01	0.01	0.01
Crit Volume:	72			787			269			17		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.688
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1	0	1	0 1	1	0	1! 0	0	1	0 0 1
Volume Module:												
Base Vol:	67	825	0	43	1205	256	209	16	60	18	4	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:	67	825	0	43	1205	256	209	16	60	18	4	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	825	0	43	1205	256	209	16	60	18	4	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	825	0	43	1205	256	209	16	60	18	4	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	825	0	43	1205	256	209	16	60	18	4	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.65	0.35	1.47	0.11	0.42	0.82	0.18	1.00
Final Sat.:	1450	2900	0	1450	2392	508	2127	163	611	1186	264	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.03	0.50	0.50	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	67			731			142			58		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.778
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	690	396	902	846	0	0	0	0	640	0	643
Growth Adj:	1.00	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	690	396	902	846	0	0	0	0	640	0	643
User Adj:	1.00	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	690	396	902	846	0	0	0	0	640	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	690	396	902	846	0	0	0	0	640	0	643
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	690	396	902	846	0	0	0	0	640	0	643
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.26	0.30	0.28	0.00	0.00	0.00	0.00	0.21	0.00	0.43
Crit Volume:			396	451			0			320		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120	Critical Vol./Cap. (X):	0.618
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	90	719	38	25	1085	104	122	16	78	104	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	719	38	25	1085	104	122	16	78	104	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	719	38	25	1085	104	122	16	78	104	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	719	38	25	1085	104	122	16	78	104	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	719	38	25	1085	104	122	16	78	104	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.83	0.17	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2849	151	1500	2738	262	1326	174	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	90					595		138		104		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	8	8	161	11	62	24	420	7	17	1052	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	8	8	161	11	62	24	420	7	17	1052	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	8	8	161	11	62	24	420	7	17	1052	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	8	8	161	11	62	24	420	7	17	1052	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	8	8	161	11	62	24	420	7	17	1052	370
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	0.94	0.06	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	577	923	1500	1404	96	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.04	0.02	0.14	0.00	0.01	0.35	0.25
Crit Volume:		13		161			24				526	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.481
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	37	0	72	0	0	0	0	516	31	133	1368	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:	37	0	72	0	0	0	0	516	31	133	1368	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	37	0	72	0	0	0	0	516	31	133	1368	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	72	0	0	0	0	516	31	133	1368	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:	37	0	72	0	0	0	0	516	31	133	1368	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.17	0.02	0.09	0.46	0.00
Crit Volume:	37				0			0			684	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.782
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	53	0	1078	506	1347	0	0	1269	93
Growth Adj:	1.00	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	53	0	1078	506	1347	0	0	1269	93
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	1078	506	1347	0	0	1269	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	1078	506	1347	0	0	1269	93
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	1078	506	1347	0	0	1269	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.36	0.17	0.45	0.00	0.00	0.42	0.06
Crit Volume:	0					539	0				635	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.625
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0
Volume Module:												
Base Vol:	134	183	63	41	151	50	29	361	191	106	1038	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	183	63	41	151	50	29	361	191	106	1038	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	183	63	41	151	50	29	361	191	106	1038	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	183	63	41	151	50	29	361	191	106	1038	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	183	63	41	151	50	29	361	191	106	1038	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.74	0.26	1.00	0.75	0.25	1.00	1.31	0.69	1.00	1.91	0.09
Final Sat.:	1450	1079	371	1450	1089	361	1450	1897	1003	1450	2774	126
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.17	0.03	0.14	0.14	0.02	0.19	0.19	0.07	0.37	0.37
Crit Volume:	134					201		29			543	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.553
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	5	43	43	4	23	37	540	8	88	1433	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	5	43	43	4	23	37	540	8	88	1433	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	43	43	4	23	37	540	8	88	1433	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	43	43	4	23	37	540	8	88	1433	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	5	43	43	4	23	37	540	8	88	1433	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.02	0.03	0.19	0.01	0.06	0.49	0.04
Crit Volume:			5			43		37			717	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.588
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	42	17	130	11	9	25	35	563	102	208	1459	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	17	130	11	9	25	35	563	102	208	1459	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	17	130	11	9	25	35	563	102	208	1459	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	17	130	11	9	25	35	563	102	208	1459	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	17	130	11	9	25	35	563	102	208	1459	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	0.29	1.00	0.55	0.45	1.00	1.00	1.69	0.31	1.00	1.97	0.03
Final Sat.:	1032	418	1450	798	653	1450	1450	2455	445	1450	2863	37
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.09	0.01	0.01	0.02	0.02	0.23	0.23	0.14	0.51	0.51
Crit Volume:			59			20		35			739	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.499
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	42	0	16	9	502	0	0	1288	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	42	0	16	9	502	0	0	1288	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	42	0	16	9	502	0	0	1288	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	42	0	16	9	502	0	0	1288	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	42	0	16	9	502	0	0	1288	74
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.89	0.11
Final Sat.:	0	0	0	1086	0	414	1500	3000	0	0	2837	163
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.17	0.00	0.00	0.45	0.45
Crit Volume:	0					58	9					681
Crit Moves:						****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.845
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	979	640	1	3	1119	689	337	2	326	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	979	640	1	3	1119	689	337	2	326	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	979	640	1	3	1119	689	337	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	979	640	1	3	1119	689	337	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	979	640	1	3	1119	689	337	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.34	0.22	0.22	0.00	0.39	0.48	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	489					560		170				7
Crit Moves:	****					****		****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.607
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	46	166	58	286	160	807	428	248	33	127	880	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	166	58	286	160	807	428	248	33	127	880	191
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	166	0	286	160	0	428	248	0	127	880	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	166	0	286	160	0	428	248	0	127	880	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	166	0	286	160	0	428	248	0	127	880	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.06	0.00	0.10	0.06	0.00	0.15	0.09	0.00	0.04	0.30	0.00
Crit Volume:		83		143			214				440	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap. (X):	0.711
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	485	587	115	149	759	183	207	646	580	198	640	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	587	115	149	759	183	207	646	580	198	640	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	587	115	149	759	183	207	646	580	198	640	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	587	115	149	759	183	207	646	580	198	640	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	587	115	149	759	183	207	646	580	198	640	124
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.08	0.05	0.17	0.13	0.14	0.22	0.40	0.14	0.22	0.09
Crit Volume:	0				253				580	198		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.646
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	357	525	127	2	646	104	72	275	489	192	413	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	357	525	127	2	646	104	72	275	489	192	413	84
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	357	525	0	2	646	104	72	275	0	192	413	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	357	525	0	2	646	104	72	275	0	192	413	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	357	525	0	2	646	104	72	275	0	192	413	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.58	0.42	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3747	603	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.25	0.18	0.00	0.00	0.17	0.17	0.05	0.09	0.00	0.13	0.14	0.00
Crit Volume:	357				250			138		192		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap. (X):	0.418
Loss Time (sec):	12	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	112	0	49	0	0	0	0	766	124	132	814	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:	112	0	49	0	0	0	0	766	124	132	814	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	49	0	0	0	0	766	124	132	814	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	49	0	0	0	0	766	124	132	814	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:	112	0	49	0	0	0	0	766	124	132	814	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.03	0.00	0.00	0.00	0.00	0.26	0.08	0.09	0.27	0.00
Crit Volume:	112				0			383		132		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.523
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	88	652	54	238	731	121	220	14	100	148	20	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	652	54	238	731	121	220	14	100	148	20	379
User Adj:	1.00	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:	88	652	54	238	731	121	220	14	100	148	20	379
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	652	54	238	731	121	220	14	100	148	20	379
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	652	54	238	731	121	220	14	100	148	20	379
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.23	1.00	3.00	1.00	1.88	0.12	1.00	0.88	0.12	1.00
Final Sat.:	1450	4017	333	1450	4350	1450	2726	174	1450	1277	173	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.16	0.17	0.08	0.08	0.08	0.07	0.12	0.12	0.26
Crit Volume:		235		238				117			168	
Crit Moves:		****		****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	666	82	416	806	0	0	0	0	39	0	276
Growth Adj:	1.00	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	666	82	416	806	0	0	0	0	39	0	276
User Adj:	1.00	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	666	82	416	806	0	0	0	0	39	0	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	666	82	416	806	0	0	0	0	39	0	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	666	82	416	806	0	0	0	0	39	0	276
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.05	0.28	0.18	0.00	0.00	0.00	0.00	0.01	0.00	0.18
Crit Volume:		222		416				0				276
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1 1	0	1	0 3	0 1	0	1 0	0 1	0	1 0 1
Volume Module:												
Base Vol:	80	647	74	250	1182	75	101	23	73	152	14	400
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	647	74	250	1182	75	101	23	73	152	14	400
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	647	74	250	1182	75	101	23	73	152	14	400
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	647	74	250	1182	75	101	23	73	152	14	400
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	647	74	250	1182	75	101	23	73	152	14	400
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	3.00	1.00	0.81	0.19	1.00	0.92	0.08	1.00
Final Sat.:	1450	2602	298	1450	4350	1450	1181	269	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.17	0.27	0.05	0.09	0.09	0.05	0.11	0.11	0.28
Crit Volume:			361	250				124			166	
Crit Moves:			****	****				****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap. (X): 0.200
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1! 0	0	0	1	0	1 1 0
Volume Module:												
Base Vol:	2	1	5	6	1	8	3	499	14	10	229	15
Growth Adj:	1.00	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	1	5	6	1	8	3	499	14	10	229	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	6	1	8	3	499	14	10	229	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	6	1	8	3	499	14	10	229	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	6	1	8	3	499	14	10	229	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.40	0.07	0.53	1.00	1.95	0.05	1.00	1.88	0.12
Final Sat.:	363	181	906	580	97	773	1450	2821	79	1450	2722	178
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.18	0.18	0.01	0.08	0.08
Crit Volume:			8			15			257	10		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap. (X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	1	0 1 1	0	1	0 1 0
Volume Module:												
Base Vol:	5	0	13	122	0	229	84	334	2	5	575	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	122	0	229	84	334	2	5	575	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	122	0	229	84	334	2	5	575	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	122	0	229	84	334	2	5	575	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	0	13	122	0	229	84	334	2	5	575	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1450	0	1450	1450	0	1450	1450	2883	17	1450	2622	278
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.08	0.00	0.16	0.06	0.12	0.12	0.00	0.22	0.22
Crit Volume:	5			229		84						318
Crit Moves:	****			****		****						****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.869
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	643	1524	694	135	910	219	250	374	576	760	438	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	643	1524	694	135	910	219	250	374	576	760	438	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	643	1524	694	135	910	219	250	374	576	760	438	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	643	1524	694	135	910	219	250	374	576	760	438	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	643	1524	694	135	910	219	250	374	576	760	438	132
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.35	0.48	0.05	0.21	0.15	0.09	0.13	0.40	0.26	0.15	0.09
Crit Volume:	0				303				576	380		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap. (X):	1.110
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3 0	1	2	0 3 0	1	2	0 2 0	1	3	0 1 0 1
Volume Module:												
Base Vol:	480	1329	856	25	1354	59	61	512	329	1014	887	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:	480	1329	856	25	1354	59	61	512	329	1014	887	35
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	480	1329	0	25	1354	0	61	512	0	1014	887	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1329	0	25	1354	0	61	512	0	1014	887	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	480	1329	0	25	1354	0	61	512	0	1014	887	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.00	0.01	0.31	0.00	0.02	0.18	0.00	0.23	0.61	0.00
Crit Volume:	240				451			31			887	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.822
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	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:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	322	27	22	65	9	15	9	2273	9	103	2158	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	27	22	65	9	15	9	2273	9	103	2158	76
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	322	27	0	65	9	0	9	2273	0	103	2158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	27	0	65	9	0	9	2273	0	103	2158	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	322	27	0	65	9	0	9	2273	0	103	2158	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.02	0.00	0.04	0.01	0.00	0.01	0.52	0.00	0.07	0.50	0.00
Crit Volume:	322				9			758			103	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec):	120	Critical Vol./Cap. (X):	0.523
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	73	1431	290	86	850	25	14	14	35	321	27	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:	73	1431	290	86	850	25	14	14	35	321	27	56
User Adj:	1.00	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:	73	1431	290	86	850	25	14	14	35	321	27	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1431	290	86	850	25	14	14	35	321	27	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1431	290	86	850	25	14	14	35	321	27	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.33	0.67
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	472	978
Capacity Analysis Module:												
Vol/Sat:	0.05	0.33	0.20	0.06	0.20	0.02	0.01	0.01	0.02	0.11	0.06	0.06
Crit Volume:		477		86					35	161		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec):	100	Critical Vol./Cap. (X):	0.659
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	12	136	126	104	322	139	82	662	18	128	1079	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	136	126	104	322	139	82	662	18	128	1079	60
User Adj:	1.00	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:	12	136	126	104	322	139	82	662	18	128	1079	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	136	126	104	322	139	82	662	18	128	1079	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	136	126	104	322	139	82	662	18	128	1079	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.09	0.09	0.07	0.22	0.10	0.06	0.23	0.01	0.09	0.37	0.04
Crit Volume:	12				322		82				539	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap. (X):	0.718
Loss Time (sec):	0	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:	0	0	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	31	0	44	57	1418	0	0	1953	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	31	0	44	57	1418	0	0	1953	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	31	0	44	57	1418	0	0	1953	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	31	0	44	57	1418	0	0	1953	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	31	0	44	57	1418	0	0	1953	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.47	0.00	0.00	0.65	0.01
Crit Volume:	0					44	57				977	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap. (X):	0.469
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	11	14	16	31	34	36	18	904	25	62	1235	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	14	16	31	34	36	18	904	25	62	1235	16
User Adj:	1.00	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:	11	14	16	31	34	36	18	904	25	62	1235	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	14	16	31	34	36	18	904	25	62	1235	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	14	16	31	34	36	18	904	25	62	1235	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.31	0.02	0.04	0.43	0.01
Crit Volume:				14		31		18			618	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap. (X):	0.727
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	58	0	23	11	1414	0	0	1920	77
Growth Adj:	1.00	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	58	0	23	11	1414	0	0	1920	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:	0	0	0	58	0	23	11	1414	0	0	1920	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	58	0	23	11	1414	0	0	1920	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:	0	0	0	58	0	23	11	1414	0	0	1920	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1074	0	426	1500	3000	0	0	2884	116
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.47	0.00	0.00	0.67	0.67
Crit Volume:	0					81	11					999
Crit Moves:						****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap. (X):	1.227
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	488	1221	960	458	1130	58	44	1598	737	814	1850	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	1221	960	458	1130	58	44	1598	737	814	1850	192
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	488	1221	0	458	1130	0	44	1598	0	814	1850	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	1221	0	458	1130	0	44	1598	0	814	1850	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	488	1221	0	458	1130	0	44	1598	0	814	1850	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.42	0.00	0.16	0.26	0.00	0.02	0.37	0.00	0.28	0.43	0.00
Crit Volume:		611			229			533		407		
Crit Moves:		****			****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap. (X):	0.668
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	118	0	7	12	1305	0	0	1745	204
Growth Adj:	1.00	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	118	0	7	12	1305	0	0	1745	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	118	0	7	12	1305	0	0	1745	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	7	12	1305	0	0	1745	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	118	0	7	12	1305	0	0	1745	204
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.01	0.44	0.00	0.00	0.58	0.14
Crit Volume:		0		118			12				873	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap. (X):	0.797
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	112	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	327	2608		33		87	2206		301	504		6	399	148		5	191	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	2608		33		87	2206		301	504		6	399	148		5	191	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	327	2608		0		87	2206		0	504		6	0	148		5	0	
Reduct Vol:	0	0		0		0	0		0	0		0	0	0		0	0	
Reduced Vol:	327	2608		0		87	2206		0	504		6	0	148		5	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	327	2608		0		87	2206		0	504		6	0	148		5	0	
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800		0	2900	4350	1450	2900	1450	1450	2900	1450	1450					
Capacity Analysis Module:												
Vol/Sat:	0.11	0.45	0.00	0.03	0.51	0.00	0.17	0.00	0.00	0.05	0.00	0.00						
Crit Volume:	164				735		252				5							
Crit Moves:	****				****		****				****							

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap. (X):	0.859
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	162	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2 0	1	2	0	3 0	1	2	0	3 0	1
Volume Module:												
Base Vol:	204	623	360	114	1118	133	140	1796	157	345	2197	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	623	360	114	1118	133	140	1796	157	345	2197	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	204	623	0	114	1118	133	140	1796	157	345	2197	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	623	0	114	1118	133	140	1796	157	345	2197	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	204	623	0	114	1118	133	140	1796	157	345	2197	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.04	0.26	0.09	0.05	0.41	0.11	0.12	0.38	0.00
Crit Volume:	102			373			599			173		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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:	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	0 0	1	0	0	0 0	0	0	2 1	0	1
Volume Module:												
Base Vol:	7	0	236	0	0	0	0	1774	187	234	2355	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:	7	0	236	0	0	0	0	1774	187	234	2355	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	236	0	0	0	0	1774	187	234	2355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	236	0	0	0	0	1774	187	234	2355	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:	7	0	236	0	0	0	0	1774	187	234	2355	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.71	0.29	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4071	429	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.44	0.44	0.16	0.52	0.00
Crit Volume:	7			0			654			234		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.870
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	175	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:	Ignore			Ignore			Ignore			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:	2	0 2.0	0 1.0	2	0 2.0	0 1.0	2	0 3.0	0 1.0	2	0 3.0	0 1.0
Volume Module:												
Base Vol:	336	623	350	406	911	202	138	1276	178	418	1707	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	336	623	350	406	911	202	138	1276	178	418	1707	186
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	336	623	0	406	911	0	138	1276	0	418	1707	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	336	623	0	406	911	0	138	1276	0	418	1707	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	336	623	0	406	911	0	138	1276	0	418	1707	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.00	0.14	0.31	0.00	0.05	0.29	0.00	0.14	0.39	0.00
Crit Volume:	168				456			69			569	
Crit Moves:	****				****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.597
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0	1 0.0	1 0	0	1 0.0	1 0
Volume Module:												
Base Vol:	2	825	96	76	1558	15	11	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	825	96	76	1558	15	11	8	6	52	6	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	825	96	76	1558	15	11	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	825	96	76	1558	15	11	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	825	96	76	1558	15	11	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.58	0.42	1.00	0.90	0.10	1.00
Final Sat.:	1450	2598	302	1450	2872	28	839	611	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	2					787		19			58	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.494
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0 0	0	0 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	831	85	160	1475	0	0	0	0	3	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	831	85	160	1475	0	0	0	0	3	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	831	85	160	1475	0	0	0	0	3	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	831	85	160	1475	0	0	0	0	3	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	831	85	160	1475	0	0	0	0	3	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2722	278	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0				738			0		3		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.671
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	50	823	42	47	1338	30	6	21	129	152	23	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	823	42	47	1338	30	6	21	129	152	23	146
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	823	42	47	1338	0	6	21	129	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	823	42	47	1338	0	6	21	129	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	823	42	47	1338	0	6	21	129	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2759	141	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.30	0.30	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0				669				129		175	
Crit Moves:	****				****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.281
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	264	0	30	26	249	0	1	262	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	264	0	30	26	249	0	1	262	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	264	0	30	26	249	0	1	262	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	264	0	30	26	249	0	1	262	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:	0	0	0	264	0	30	26	249	0	1	262	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:		0		264			26				131	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec):	100	Critical Vol./Cap. (X):	0.856
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	159	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	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	57	0	89	0	0	0	0	2213	185	458	1952	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	0	89	0	0	0	0	2213	185	458	1952	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	89	0	0	0	0	2213	185	458	1952	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	89	0	0	0	0	2213	185	458	1952	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:	57	0	89	0	0	0	0	2213	185	458	1952	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.12	0.31	0.43	0.00
Crit Volume:			89	0				738		458		
Crit Moves:			****					****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec):	120	Critical Vol./Cap. (X):	0.801
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	1
Volume Module:												
Base Vol:	14	3	11	224	5	311	96	2692	7	40	2433	329
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	11	224	5	311	96	2692	7	40	2433	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	11	224	5	311	96	2692	7	40	2433	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	11	224	5	311	96	2692	7	40	2433	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	3	11	224	5	311	96	2692	7	40	2433	329
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	0.35	1.00	1.96	0.04	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2388	512	1450	2837	63	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.21	0.07	0.62	0.00	0.03	0.56	0.23
Crit Volume:	9					311		897		40		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec):	120	Critical Vol./Cap. (X):	0.842
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	0	1
Volume Module:												
Base Vol:	5	2	11	1092	3	298	192	2095	3	15	2086	683
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	11	1092	3	298	192	2095	3	15	2086	683
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	11	1092	3	298	192	2095	3	15	2086	683
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	11	1092	3	298	192	2095	3	15	2086	683
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2	11	1092	3	298	192	2095	3	15	2086	683
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	0.29	1.00	2.99	0.01	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1071	429	1500	4488	12	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.24	0.24	0.20	0.13	0.47	0.00	0.01	0.46	0.46
Crit Volume:			11	365			192				695	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap. (X): 0.905
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	1	0 2	0	1	2 0	3	0	1 2 0 3 0 1
Volume Module:												
Base Vol:	631	86	278	35	216	204	83	2339	683	261	2559	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	86	278	35	216	204	83	2339	683	261	2559	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	631	86	0	35	216	204	83	2339	0	261	2559	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	86	0	35	216	204	83	2339	0	261	2559	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	631	86	0	35	216	204	83	2339	0	261	2559	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.64	0.36	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3828	522	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.16	0.00	0.02	0.07	0.14	0.03	0.54	0.00	0.09	0.59	0.02
Crit Volume:	239					204		780		131		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 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:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0	1	2 0 4 0 1
Volume Module:												
Base Vol:	220	84	259	4	173	80	35	2871	171	237	2361	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	84	259	4	173	80	35	2871	171	237	2361	97
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	220	84	0	4	173	0	35	2871	0	237	2361	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	84	0	4	173	0	35	2871	0	237	2361	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	220	84	0	4	173	0	35	2871	0	237	2361	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	0.55	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2099	801	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.12	0.00	0.01	0.50	0.00	0.08	0.41	0.00
Crit Volume:	152				173			718		119		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	112	0	440	612	1835	2	7	2237	131
Growth Adj:	1.00	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	0	0	112	0	440	612	1835	2	7	2237	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	112	0	440	612	1835	2	7	2237	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	112	0	440	612	1835	2	7	2237	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:	2	0	0	112	0	440	612	1835	2	7	2237	131
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.42	0.42	0.00	0.51	0.09
Crit Volume:	2			56			306			746		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap. (X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	339	332	164	478	374	143	218	2354	345	166	2317	762
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	332	164	478	374	143	218	2354	345	166	2317	762
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	332	164	478	374	143	218	2354	345	166	2317	762
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	332	164	478	374	143	218	2354	345	166	2317	762
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	339	332	164	478	374	143	218	2354	345	166	2317	762
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.08	0.11	0.16	0.09	0.10	0.08	0.41	0.24	0.06	0.53	0.53
Crit Volume:		111			239			109			772	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap. (X): 0.591
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	1	1	0	0 1	2	0	4	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	18	1	28		90	1	169		165	3036	41		34	2570	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1	28		90	1	169		165	3036	41		34	2570	83	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	18	1	0		90	1	0		165	3036	0		34	2570	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1	0		90	1	0		165	3036	0		34	2570	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	18	1	0		90	1	0		165	3036	0		34	2570	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.95	0.05	1.00		1.98	0.02	1.00		2.00	4.00	1.00		1.00	4.00	1.00	
Final Sat.:	1374	76	1450		2868	32	1450		2900	5800	1450		1450	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.00		0.03	0.03	0.00		0.06	0.52	0.00		0.02	0.44	0.00	
Crit Volume:		19				46				759				34		
Crit Moves:		****				****				****				****		

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City of Roseville
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2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 9 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:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2245	156		118	1764	0		0	0	0		76	0	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:	0	2245	156		118	1764	0		0	0	0		76	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:	1.00	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	2245	156		118	1764	0		0	0	0		76	0	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2245	156		118	1764	0		0	0	0		76	0	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2245	156		118	1764	0		0	0	0		76	0	82	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.50	0.10		0.08	0.39	0.00		0.00	0.00	0.00		0.05	0.00	0.05	
Crit Volume:		748				118				0				76		
Crit Moves:		****				****								****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.762
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	499	545	81	363	946	36	37	718	379	181	456	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	499	545	81	363	946	36	37	718	379	181	456	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	499	545	81	363	946	36	37	718	379	181	456	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	499	545	81	363	946	36	37	718	379	181	456	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	499	545	81	363	946	36	37	718	379	181	456	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.06	0.13	0.22	0.02	0.03	0.25	0.26	0.12	0.16	0.08
Crit Volume:	250			315			359			181		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec):	120	Critical Vol./Cap. (X):	0.652
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	216	1800	8	11	1860	57	145	27	254	5	13	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:	216	1800	8	11	1860	57	145	27	254	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1800	8	11	1860	57	145	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1800	8	11	1860	57	145	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1800	8	11	1860	57	145	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2445	455	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.41	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	216			620			86					24
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec):	120	Critical Vol./Cap. (X):	0.509
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	57	0	51	0	0	0	0	1207	128	103	1015	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	0	51	0	0	0	0	1207	128	103	1015	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	0	51	0	0	0	0	1207	128	103	1015	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	0	51	0	0	0	0	1207	128	103	1015	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:	57	0	51	0	0	0	0	1207	128	103	1015	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.40	0.09	0.07	0.34	0.00
Crit Volume:	57			0			604			103		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.633
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	28	1611	131	303	1853	5	109	199	133	31	22	191
Growth Adj:	1.00	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	1611	131	303	1853	5	109	199	133	31	22	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1611	0	303	1853	5	109	199	133	31	22	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1611	0	303	1853	5	109	199	133	31	22	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1611	0	303	1853	5	109	199	133	31	22	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4338	12	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.00	0.10	0.43	0.43	0.08	0.14	0.09	0.02	0.01	0.13
Crit Volume:		537		152				199		31		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.634
Loss Time (sec): 9 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			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	106	2003	0	0	1598	242	362	0	336	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:	106	2003	0	0	1598	242	362	0	336	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	2003	0	0	1598	242	362	0	336	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	2003	0	0	1598	242	362	0	336	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:	106	2003	0	0	1598	242	362	0	336	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.00	0.00	0.36	0.16	0.12	0.00	0.22	0.00	0.00	0.00
Crit Volume:		668		0					336	0		
Crit Moves:		****		****					****			

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap. (X): 0.807
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	802	1250	32	233	1660	81	111	387	754	45	212	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	802	1250	32	233	1660	81	111	387	754	45	212	67
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	802	1250	0	233	1660	0	111	387	0	45	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	802	1250	0	233	1660	0	111	387	0	45	212	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	802	1250	0	233	1660	0	111	387	0	45	212	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.28	0.29	0.00	0.08	0.38	0.00	0.04	0.13	0.00	0.02	0.07	0.00
Crit Volume:	401				553			194		23		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	122	1314		17	5	1430		8	5		6	104	29		7	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	122	1314		17	5	1430		8	5		6	104	29		7	1
User Adj:	1.00	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:	122	1314		17	5	1430		8	5		6	104	29		7	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	122	1314		17	5	1430		8	5		6	104	29		7	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	122	1314		17	5	1430		8	5		6	104	29		7	1
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	0.45	0.55		1.00	0.78	0.19		0.03
Final Sat.:	1450	2900		1450	1450	2900		1450	659	791		1450	1136	274		39
Capacity Analysis Module:																
Vol/Sat:	0.08	0.45		0.01	0.00	0.49		0.01	0.01	0.01		0.07	0.03	0.03		0.03
Crit Volume:	122					715						104		37		
Crit Moves:	****					****						****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	1	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	115	804		31	27	1160		24	23		3	81	15		3	17
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	115	804		31	27	1160		24	23		3	81	15		3	17
User Adj:	1.00	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:	115	804		31	27	1160		24	23		3	81	15		3	17
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	115	804		31	27	1160		24	23		3	81	15		3	17
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	115	804		31	27	1160		24	23		3	81	15		3	17
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	1.93		0.07	1.00	1.96		0.04	0.88		0.12	1.00	0.83		0.17	1.00
Final Sat.:	1450	2792		108	1450	2841		59	1283		167	1450	1208		242	1450
Capacity Analysis Module:																
Vol/Sat:	0.08	0.29		0.29	0.02	0.41		0.41	0.02		0.02	0.06	0.01		0.01	0.01
Crit Volume:	115							592			26				18	
Crit Moves:	****							****		****				****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec):	120	Critical Vol./Cap. (X):	0.694
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	6	400	130	388	934	230	35	1015	4	58	758	507
Growth Adj:	1.00	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	400	130	388	934	230	35	1015	4	58	758	507
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	6	400	0	388	934	0	35	1015	0	58	758	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	400	0	388	934	0	35	1015	0	58	758	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	6	400	0	388	934	0	35	1015	0	58	758	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.13	0.32	0.00	0.01	0.35	0.00	0.02	0.26	0.00
Crit Volume:	3			467			507			29		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.527
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	43	6	6	12	72	245	28	842	64	39	633	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	6	12	72	245	28	842	64	39	633	10
User Adj:	1.00	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:	43	6	6	12	72	245	28	842	64	39	633	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	6	6	12	72	245	28	842	64	39	633	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	6	6	12	72	245	28	842	64	39	633	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.11	0.11	0.14	0.86	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	1134	158	158	207	1243	1450	1450	2695	205	1450	2855	45
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.17	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:	55			245			453		39			
Crit Moves:	****			****			****		****			

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City of Roseville
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2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.731
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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:	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:	0	0 1	0 1	1	0 1	0 0	0	0 0	0 0	1	0 1!	0 0
Volume Module:												
Base Vol:	0	279	350	312	534	0	0	0	0	443	0	427
Growth Adj:	1.00	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	279	350	312	534	0	0	0	0	443	0	427
User Adj:	1.00	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	279	350	312	534	0	0	0	0	443	0	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	279	350	312	534	0	0	0	0	443	0	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	279	350	312	534	0	0	0	0	443	0	427
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.02	0.00	0.98
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1528	0	1472
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.23	0.21	0.36	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Volume:			350	312					0	435		
Crit Moves:			****	****						****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec):	100	Critical Vol./Cap. (X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0 0	0	1 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	1	12	13	0	128	176	441	23	12	299	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:	6	1	12	13	0	128	176	441	23	12	299	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:	6	1	12	13	0	128	176	441	23	12	299	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	1	12	13	0	128	176	441	23	12	299	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:	6	1	12	13	0	128	176	441	23	12	299	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.32	0.05	0.63	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	458	76	916	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:			19			128	176				150	
Crit Moves:			****			****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec):	100	Critical Vol./Cap. (X):	0.445
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	0	0 1	0 1	0	0 1
Volume Module:												
Base Vol:	112	1000	0	2	1014	64	25	0	49	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1000	0	2	1014	64	25	0	49	0	0	1
User Adj:	1.00	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:	112	1000	0	2	1014	64	25	0	49	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1000	0	2	1014	64	25	0	49	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	112	1000	0	2	1014	64	25	0	49	0	0	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	0	1500	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.00	0.00	0.34	0.04	0.02	0.00	0.03	0.00	0.00	0.00
Crit Volume:	112				507				49	0		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec):	120	Critical Vol./Cap. (X):	0.593
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	232	769	3	1	825	168	189	2	240	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	769	3	1	825	168	189	2	240	3	5	3
User Adj:	1.00	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:	232	769	3	1	825	168	189	2	240	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	769	3	1	825	168	189	2	240	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	232	769	3	1	825	168	189	2	240	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	12	1488	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.00	0.00	0.28	0.11	0.06	0.16	0.16	0.01	0.01	0.00
Crit Volume:	232				413			242		3		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.571
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	105	1134	31	218	1448	205	96	532	509	43	395	230
Growth Adj:	1.00	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	1134	31	218	1448	205	96	532	509	43	395	230
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	105	1134	0	218	1448	0	96	532	0	43	395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1134	0	218	1448	0	96	532	0	43	395	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	105	1134	0	218	1448	0	96	532	0	43	395	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.08	0.33	0.00	0.07	0.18	0.00	0.01	0.14	0.00
Crit Volume:	53			483			96			198		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec):	100	Critical Vol./Cap. (X):	0.781
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	104	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	182	1297	59	106	1421	55	203	11	330	124	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1297	59	106	1421	55	203	11	330	124	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1297	59	106	1421	55	203	11	330	124	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1297	59	106	1421	55	203	11	330	124	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1297	59	106	1421	55	203	11	330	124	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.90	0.10	1.00	0.97	0.03	1.00
Final Sat.:	1450	4161	189	1450	4188	162	2751	149	1450	1405	45	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.34	0.34	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	182			492			330		128			
Crit Moves:	****			****			****		****			

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.783
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	1	0	1	0
Volume Module:												
Base Vol:	340	1840	72	51	2076	329	263	90	154	55	132	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	340	1840	72	51	2076	329	263	90	154	55	132	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	1840	72	51	2076	329	263	90	154	55	132	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	1840	72	51	2076	329	263	90	154	55	132	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	340	1840	72	51	2076	329	263	90	154	55	132	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.56	0.53	0.91	0.53	1.27	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2253	771	1326	767	1840	293
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.04	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	170			692			169			104		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap. (X):	0.550
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	266	1012	13	4	984	57	92	7	468	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1012	13	4	984	57	92	7	468	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1012	13	4	984	57	92	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1012	13	4	984	57	92	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1012	13	4	984	57	92	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2788	212	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			492			49			18		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec):	120	Critical Vol./Cap. (X):	0.654
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	314	1076	255	76	754	45	71	449	171	211	298	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	314	1076	255	76	754	45	71	449	171	211	298	17
User Adj:	1.00	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:	314	1076	255	76	754	45	71	449	171	211	298	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	1076	255	76	754	45	71	449	171	211	298	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	314	1076	255	76	754	45	71	449	171	211	298	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1372	78
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.18	0.03	0.17	0.03	0.05	0.15	0.12	0.07	0.22	0.22
Crit Volume:	157			251			225			315		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec):	120	Critical Vol./Cap. (X):	0.599
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	500	1493	261	50	995	36	34	84	320	377	116	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	1493	261	50	995	36	34	84	320	377	116	115
User Adj:	1.00	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:	500	1493	261	50	995	36	34	84	320	377	116	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	1493	261	50	995	36	34	84	320	377	116	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	500	1493	261	50	995	36	34	84	320	377	116	115
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.86	0.57	0.57
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2701	829	821
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.18	0.02	0.23	0.02	0.02	0.06	0.22	0.14	0.14	0.14
Crit Volume:	250			332			84			203		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap. (X): 0.524
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	25	1215	31	13	833	279	310	17	39	33	15	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1215	31	13	833	279	310	17	39	33	15	17
User Adj:	1.00	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:	25	1215	31	13	833	279	310	17	39	33	15	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1215	31	13	833	279	310	17	39	33	15	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	1215	31	13	833	279	310	17	39	33	15	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.47	0.53
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	680	770
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.02	0.01	0.19	0.19	0.21	0.04	0.04	0.01	0.02	0.02
Crit Volume:		405		13			310				32	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap. (X): 0.736
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	38	1429	63	6	1759	50	67	12	61	39	18	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1429	63	6	1759	50	67	12	61	39	18	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:	38	1429	63	6	1759	50	67	12	61	39	18	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1429	63	6	1759	50	67	12	61	39	18	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:	38	1429	63	6	1759	50	67	12	61	39	18	77
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.94	0.06	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1500	2873	127	1500	2917	83	1500	1500	1500	1500	284	1216
Capacity Analysis Module:												
Vol/Sat:	0.03	0.50	0.50	0.00	0.60	0.60	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	38				905		67					95
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.917
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	2	1 0	1	0	2	1 0	1	0	0	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	33	2074	59		8	2260	194		24	0	273		239	0	23	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	33	2074	59		8	2260	194		24	0	273		239	0	23	
User Adj:	1.00	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:	33	2074	59		8	2260	194		24	0	273		239	0	23	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	33	2074	59		8	2260	194		24	0	273		239	0	23	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	33	2074	59		8	2260	194		24	0	273		239	0	23	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	2.92	0.08		1.00	2.76	0.24		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1450	4230	120		1450	4006	344		1450	0	1450		1450	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.49	0.49		0.01	0.56	0.56		0.02	0.00	0.19		0.16	0.00	0.02	
Crit Volume:	0						818				273		239			
Crit Moves:	****						****				****		****			

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	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	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	9	2085	37		37	2363	83		51	18	11		90	22	65	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	2085	37		37	2363	83		51	18	11		90	22	65	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	2085	37		37	2363	83		51	18	11		90	22	65	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	2085	37		37	2363	83		51	18	11		90	22	65	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2085	37		37	2363	83		51	18	11		90	22	65	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.95	0.05		1.00	2.90	0.10		0.64	0.22	0.14		0.51	0.12	0.37	
Final Sat.:	1500	4422	78		1500	4347	153		956	338	206		763	186	551	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.47	0.47		0.02	0.54	0.54		0.05	0.05	0.05		0.12	0.12	0.12	
Crit Volume:	9						815		51						177	
Crit Moves:	****						****		****						****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.621
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1557	37	85	1711	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1557	37	85	1711	0	0	0	0	49	0	60
User Adj:	1.00	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	1557	37	85	1711	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1557	37	85	1711	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1557	37	85	1711	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2930	70	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.06	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		797		85				0		49		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.454
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	779	8	284	856	0	0	0	0	3	0	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	779	8	284	856	0	0	0	0	3	0	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	779	8	284	856	0	0	0	0	3	0	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	779	8	284	856	0	0	0	0	3	0	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:	0	779	8	284	856	0	0	0	0	3	0	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2970	30	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.26	0.19	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:			394	284				0		3		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap. (X): 0.732
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	905	82	256	1618	19	1	3	4	226	4	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	905	82	256	1618	19	1	3	4	226	4	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	905	82	256	1618	19	1	3	4	226	4	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	905	82	256	1618	19	1	3	4	226	4	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	905	82	256	1618	19	1	3	4	226	4	321
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2659	241	1450	2866	34	181	544	725	1425	25	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.18	0.56	0.56	0.01	0.01	0.01	0.16	0.16	0.22
Crit Volume:	5					819		8			230	
Crit Moves:	****					****		****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap. (X): 0.777
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	924	14	12	1762	74	65	1	27	77	6	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	924	14	12	1762	74	65	1	27	77	6	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:	59	924	14	12	1762	74	65	1	27	77	6	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	924	14	12	1762	74	65	1	27	77	6	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:	59	924	14	12	1762	74	65	1	27	77	6	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	1.00	0.93	0.07	1.00
Final Sat.:	1450	2900	1450	1450	2783	117	1428	22	1450	1345	105	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.01	0.01	0.63	0.63	0.05	0.05	0.02	0.06	0.06	0.02
Crit Volume:	59					918		66			83	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.392
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	488	158	32	945	0	0	0	0	115	0	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:	0	488	158	32	945	0	0	0	0	115	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	488	158	32	945	0	0	0	0	115	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	488	158	32	945	0	0	0	0	115	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	488	158	32	945	0	0	0	0	115	0	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.11	0.02	0.32	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:	0				472			0		115		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap. (X): 0.875
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 149 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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	0	1	1	0	0	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	198	0	169	201	0	37	29	1239	121	443	1145	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	0	169	201	0	37	29	1239	121	443	1145	239
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	198	0	169	201	0	37	29	1239	121	443	1145	239
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	0	169	201	0	37	29	1239	121	443	1145	239
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	198	0	169	201	0	37	29	1239	121	443	1145	239
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.12	0.14	0.00	0.03	0.02	0.43	0.08	0.31	0.39	0.16
Crit Volume:	198						37	620		443		
Crit Moves:	****						****	****		****		

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City of Roseville
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2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap. (X):	0.612
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	133	853	28	15	1346	62	25	2	99	22	1	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:	133	853	28	15	1346	62	25	2	99	22	1	8
User Adj:	1.00	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:	133	853	28	15	1346	62	25	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	853	28	15	1346	62	25	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	133	853	28	15	1346	62	25	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.91	0.09	0.93	0.07	1.00	0.96	0.04	1.00
Final Sat.:	1450	2808	92	1450	2772	128	1343	107	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.01	0.49	0.49	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	133					704		27			23	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap. (X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	33	659	8	42	1375	94	72	0	29	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	659	8	42	1375	94	72	0	29	15	3	19
User Adj:	1.00	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:	33	659	8	42	1375	94	72	0	29	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	659	8	42	1375	94	72	0	29	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	659	8	42	1375	94	72	0	29	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.87	0.13	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2865	35	1450	2714	186	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.23	0.03	0.51	0.51	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	33					735	72					19
Crit Moves:	****					****	****					****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap. (X):	0.663
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	752	32	114	1225	63	31	11	24	48	13	364
Growth Adj:	1.00	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	752	32	114	1225	63	31	11	24	48	13	364
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	752	32	114	1225	63	31	11	24	48	13	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	752	32	114	1225	63	31	11	24	48	13	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	752	32	114	1225	63	31	11	24	48	13	364
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.90	0.10	0.74	0.26	1.00	1.57	0.43	1.00
Final Sat.:	1450	2782	118	1450	2758	142	1070	380	1450	2282	618	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.08	0.44	0.44	0.03	0.03	0.02	0.02	0.02	0.25
Crit Volume:	26			644			42					364
Crit Moves:	****			****			****					****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap. (X):	0.470
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	89	258	20	21	932	14	7	0	91	35	0	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:	89	258	20	21	932	14	7	0	91	35	0	9
User Adj:	1.00	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:	89	258	20	21	932	14	7	0	91	35	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	258	20	21	932	14	7	0	91	35	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	89	258	20	21	932	14	7	0	91	35	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.86	0.14	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2691	209	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.01	0.32	0.01	0.00	0.00	0.06	0.02	0.00	0.01
Crit Volume:	89			466					91	35		
Crit Moves:	****			****					****	****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.770
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	1	0 1	0	0	0 0	0	0	2 0 1	1	0	2 0 0
Volume Module:												
Base Vol:	111	680	413	0	0	0	0	1327	674	152	1598	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:	111	680	413	0	0	0	0	1327	674	152	1598	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	111	680	0	0	0	0	0	1327	0	152	1598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	680	0	0	0	0	0	1327	0	152	1598	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	111	680	0	0	0	0	0	1327	0	152	1598	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	3000	0	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.10	0.53	0.00
Crit Volume:		340			0			664		152		
Crit Moves:		****						****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.711
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2 0 2	1	0	2 0 1	0	0	4 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	669	0	958	72	722	186	0	740	263	273	1113	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	669	0	958	72	722	186	0	740	263	273	1113	366
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	669	0	958	72	722	0	0	740	263	273	1113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	669	0	958	72	722	0	0	740	263	273	1113	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	669	0	958	72	722	0	0	740	263	273	1113	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.32	0.05	0.24	0.00	0.00	0.12	0.18	0.09	0.25	0.00
Crit Volume:	335				361			0			371	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.801
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	898	0	241	0	1384	554	0	1666	1148
Growth Adj:	1.00	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	898	0	241	0	1384	554	0	1666	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	898	0	241	0	1384	0	0	1666	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	898	0	241	0	1384	0	0	1666	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	898	0	241	0	1384	0	0	1666	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.28	0.00	0.15	0.00	0.43	0.00	0.00	0.52	0.00
Crit Volume:			0	449			0				833	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap. (X): 0.555
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	1112	535	594	927	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	1112	535	594	927	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	1112	535	594	927	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1112	535	594	927	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	1112	535	594	927	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.36	0.20	0.31	
Crit Volume:	0			0					535	297		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.717
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	603	0	608	0	0	0	0	2315	598	0	2026	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	608	0	0	0	0	2315	598	0	2026	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	603	0	608	0	0	0	0	2315	0	0	2026	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	0	608	0	0	0	0	2315	0	0	2026	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	603	0	608	0	0	0	0	2315	0	0	2026	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.51	0.00	0.00	0.45	0.00
Crit Volume:			304	0				772		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap. (X):	0.695
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	416	0	542	0	2505	285	0	2045	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	416	0	542	0	2505	285	0	2045	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	416	0	0	0	2505	0	0	2045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	416	0	0	0	2505	0	0	2045	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	416	0	0	0	2505	0	0	2045	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.56	0.00	0.00	0.45	0.00
Crit Volume:			0	208				835		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap. (X): 0.616
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0 1	0	0	3 0 1	0	0	0 0 0	3	0	0 0 1
Volume Module:												
Base Vol:	0	1583	232	0	844	0	0	0	0	899	0	397
Growth Adj:	1.00	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	1583	232	0	844	0	0	0	0	899	0	397
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1583	0	0	844	0	0	0	0	899	0	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1583	0	0	844	0	0	0	0	899	0	397
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1583	0	0	844	0	0	0	0	899	0	397
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.26
Crit Volume:		528		0			0					397
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap. (X): 0.835
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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			Ignore			Ignore			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:	2	0	3 0 0	0	0	3 0 1	0	0	0 0 1	0	0	0 0 1
Volume Module:												
Base Vol:	1353	1711	0	0	1728	291	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1353	1711	0	0	1728	291	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1353	1711	0	0	1728	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1353	1711	0	0	1728	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1353	1711	0	0	1728	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.45	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	677				576		0				0	
Crit Moves:	****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap. (X):	0.819
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2865	450	546	1470	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2865	450	546	1470	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2865	0	546	1470	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2865	0	546	1470	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2865	0	546	1470	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.64	0.00	0.18	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		955		273			0				0	
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap. (X):	0.967
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	188	474	581	704	0	230	369	1556	306	0	2834	276
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	474	581	704	0	230	369	1556	306	0	2834	276
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	474	0	704	0	230	369	1556	306	0	2834	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	474	0	704	0	230	369	1556	306	0	2834	276
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	474	0	704	0	230	369	1556	306	0	2834	276
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	3.00	0.00	1.00	2.00	1.67	0.33	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4350	0	1450	2900	2423	477	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.16	0.00	0.16	0.13	0.64	0.64	0.00	0.49	0.19
Crit Volume:		237		235				931		0		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap. (X): 0.665
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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	0 1	0	1	0 0 1	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	18	1	10	425	0	30	54	555	4	4	514	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	425	0	30	54	555	4	4	514	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	425	0	30	54	555	4	4	514	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	425	0	30	54	555	4	4	514	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	425	0	30	54	555	4	4	514	435
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.08	0.92
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	1571	1329
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.29	0.00	0.02	0.04	0.19	0.19	0.00	0.33	0.33
Crit Volume:			11			425			54			475
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap. (X): 0.911
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1437	94	89	1523	0	0	371	195	80	0	513
Growth Adj:	1.00	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	1437	94	89	1523	0	0	371	195	80	0	513
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1437	0	89	1523	0	0	371	195	80	0	513
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1437	0	89	1523	0	0	371	195	80	0	513
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1437	0	89	1523	0	0	371	195	80	0	513
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.06	0.53	0.00	0.00	0.13	0.13	0.03	0.00	0.35
Crit Volume:		719			89			0				513
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.409
Loss Time (sec): 0 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:	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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	19	0	271	0	0	0	0	580	67	271	178	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:	19	0	271	0	0	0	0	580	67	271	178	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	271	0	0	0	0	580	67	271	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	271	0	0	0	0	580	67	271	178	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:	19	0	271	0	0	0	0	580	67	271	178	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.79	0.21	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2689	311	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.18	0.06	0.00
Crit Volume:	19				0			324		271		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap. (X): 0.679
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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	2	0	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	200	500	0	0	934	55	52	0	352	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:	200	500	0	0	934	55	52	0	352	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	500	0	0	934	55	52	0	352	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	500	0	0	934	55	52	0	352	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:	200	500	0	0	934	55	52	0	352	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.13	0.17	0.00	0.00	0.31	0.04	0.03	0.00	0.23	0.00	0.00	0.00
Crit Volume:	200				467				352	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap. (X): 0.661
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	46	729	0	276	1385	30	61	9	496	0	4	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	729	0	276	1385	30	61	9	496	0	4	111
User Adj:	1.00	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:	46	729	0	276	1385	30	61	9	496	0	4	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	729	0	276	1385	30	61	9	496	0	4	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	729	0	276	1385	30	61	9	496	0	4	111
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.04	1.96	0.00	0.03	0.97
Final Sat.:	1500	3000	0	1500	3000	1500	1500	53	2947	0	52	1448
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.00	0.18	0.46	0.02	0.04	0.17	0.17	0.00	0.08	0.08
Crit Volume:	46			693					253	0		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap. (X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	147	0	0	0	0	1786	0	63	2985	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	147	0	0	0	0	1786	0	63	2985	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	147	0	0	0	0	1786	0	63	2985	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	147	0	0	0	0	1786	0	63	2985	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	147	0	0	0	0	1786	0	63	2985	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.30	0.00	0.04	0.50	0.00
Crit Volume:			147	0			0				746	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	248	607	131	326	0	0	0	0	1082	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	248	607	131	326	0	0	0	0	1082	0	459
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	248	0	131	326	0	0	0	0	1082	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	248	0	131	326	0	0	0	0	1082	0	459
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	248	0	131	326	0	0	0	0	1082	0	459
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.40	0.00	0.60
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2106	0	894
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.09	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		124		131					0	770		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.238
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	97	0	405	0	0	0	0	45	38	429	111	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:	97	0	405	0	0	0	0	45	38	429	111	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	0	0	0	0	0	0	45	38	429	111	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	0	0	0	0	0	0	45	38	429	111	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	97	0	0	0	0	0	0	45	38	429	111	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.14	0.07	0.00
Crit Volume:	97					0			45	214		
Crit Moves:	****							****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec):	100			Critical Vol./Cap. (X):			0.490						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	45			Level Of Service:			A						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	55	57	58	122	143	69	232	412	140	149	842	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	57	58	122	143	69	232	412	140	149	842	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	55	57	58	122	143	69	232	412	140	149	842	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	57	58	122	143	69	232	412	140	149	842	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	55	57	58	122	143	69	232	412	140	149	842	306
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.08	0.10	0.05	0.16	0.09	0.10	0.10	0.19	0.21
Crit Volume:	55			143			232			281		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec):	100			Critical Vol./Cap. (X):			0.721						
Loss Time (sec):	0			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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	42	1634	23	179	1596	790	371	0	8	0	0	316
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	1634	23	179	1596	790	371	0	8	0	0	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1634	23	179	1596	790	371	0	8	0	0	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1634	23	179	1596	790	371	0	8	0	0	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1634	23	179	1596	790	371	0	8	0	0	316
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.38	0.02	0.12	0.37	0.54	0.13	0.00	0.01	0.00	0.00	0.22
Crit Volume:	545			0			185			316		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.892
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	15	1363	36	232	1625	706	361	410	18	47	630	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	1363	36	232	1625	706	361	410	18	47	630	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	1363	36	232	1625	706	361	410	18	47	630	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	1363	36	232	1625	706	361	410	18	47	630	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	1363	36	232	1625	706	361	410	18	47	630	343
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.02	0.08	0.37	0.49	0.12	0.09	0.01	0.02	0.22	0.24
Crit Volume:		682		116			181				315	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3	0	1	1	0	3	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	0	1671	58	10	1561	0	0	0	0	31	0	10
Growth Adj:	1.00	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	1671	58	10	1561	0	0	0	0	31	0	10
User Adj:	1.00	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	1671	58	10	1561	0	0	0	0	31	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1671	58	10	1561	0	0	0	0	31	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1671	58	10	1561	0	0	0	0	31	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1134	0	366
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.04	0.01	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		557		10			0					41
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec):	100	Critical Vol./Cap. (X):	0.171
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	140	0	121	0	0	0	0	4	61	52	4	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:	140	0	121	0	0	0	0	4	61	52	4	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	0	121	0	0	0	0	4	61	52	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	0	121	0	0	0	0	4	61	52	4	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:	140	0	121	0	0	0	0	4	61	52	4	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.93	0.07	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1393	107	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.08	0.00	0.00	0.00	0.00	0.00	0.04	0.04	0.04	0.00
Crit Volume:	140			0					61		56	
Crit Moves:	****								****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec):	100	Critical Vol./Cap. (X):	0.596
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	59	444	37	127	758	115	35	21	56	10	100	370
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	444	37	127	758	115	35	21	56	10	100	370
User Adj:	1.00	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:	59	444	37	127	758	115	35	21	56	10	100	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	444	37	127	758	115	35	21	56	10	100	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	59	444	37	127	758	115	35	21	56	10	100	370
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.62	0.38	1.00	0.09	0.91	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	906	544	1450	132	1318	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.03	0.09	0.26	0.08	0.04	0.04	0.04	0.08	0.08	0.26
Crit Volume:	59			379			56					370
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.765
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
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 0	1	0	1 0	0	0	0 0	0	1	0 1
Volume Module:												
Base Vol:	0	423	55	335	845	0	0	0	0	105	0	303
Growth Adj:	1.00	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	423	55	335	845	0	0	0	0	105	0	303
User Adj:	1.00	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	423	55	335	845	0	0	0	0	105	0	303
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	423	55	335	845	0	0	0	0	105	0	303
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	423	55	335	845	0	0	0	0	105	0	303
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.04	0.22	0.56	0.00	0.00	0.00	0.00	0.07	0.00	0.20
Crit Volume:	0			845			0					303
Crit Moves:	****			****								****

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap. (X): 0.864
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 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			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:	0	0	0 0	1	0	0 1	1	0	3 0	1	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	72	0	926	477	2156	0	0	2242	95
Growth Adj:	1.00	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	72	0	926	477	2156	0	0	2242	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	72	0	0	477	2156	0	0	2242	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	72	0	0	477	2156	0	0	2242	95
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:	0	0	0	72	0	0	477	2156	0	0	2242	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.32	0.48	0.00	0.00	0.50	0.06
Crit Volume:				0			72				747	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap. (X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 2.0	0 1	1	0 1.0	1 0	1	0 0.0	1 0	0	1 0.0	0 1
Volume Module:												
Base Vol:	62	1464	0	35	1201	105	61	1	51	0	2	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	1464	0	35	1201	105	61	1	51	0	2	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	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:	62	1464	0	35	1201	105	61	1	51	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1464	0	35	1201	105	61	1	51	0	2	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	62	1464	0	35	1201	105	61	1	51	0	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2667	233	1450	28	1422	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.00	0.02	0.45	0.45	0.04	0.04	0.04	0.00	0.00	0.00
Crit Volume:		732		35			61				2	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap. (X):	0.425
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0 1	1	0 0.0	0 0	1	0 1.0	1 0	1	0 1.0	1 0
Volume Module:												
Base Vol:	25	1	30	44	0	0	0	921	16	17	1026	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:	25	1	30	44	0	0	0	921	16	17	1026	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1	30	44	0	0	0	921	16	17	1026	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1	30	44	0	0	0	921	16	17	1026	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1	30	44	0	0	0	921	16	17	1026	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.00	0.00	0.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1394	56	1450	1450	0	0	1450	2850	50	1450	2745	155
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.00	0.00	0.00	0.32	0.32	0.01	0.37	0.37
Crit Volume:			30	44			0					542
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap. (X): 0.209
Loss Time (sec): 0 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:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	53	0	0	0	0	420	2	51	251	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:	6	0	53	0	0	0	0	420	2	51	251	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	53	0	0	0	0	420	2	51	251	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	53	0	0	0	0	420	2	51	251	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:	6	0	53	0	0	0	0	420	2	51	251	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.08	0.00
Crit Volume:			53		0			210		51		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.773
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	373	969	0	0	1396	107	36	0	88	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:	373	969	0	0	1396	107	36	0	88	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	373	969	0	0	1396	107	36	0	88	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	373	969	0	0	1396	107	36	0	88	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:	373	969	0	0	1396	107	36	0	88	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.25	0.32	0.00	0.00	0.47	0.07	0.02	0.00	0.06	0.00	0.00	0.00
Crit Volume:	373				698				88	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap. (X):	0.725
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	231	2362	0	0	2789	197
Growth Adj:	1.00	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	0	0	0	231	2362	0	0	2789	197
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	231	2362	0	0	2789	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	231	2362	0	0	2789	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	231	2362	0	0	2789	197
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.14	0.37	0.00	0.00	0.58	0.12
Crit Volume:	0			0			231				930	
Crit Moves:							****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap. (X):	0.565
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	776	107	34	30	27	0	0	502	495	167	829	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	776	107	34	30	27	0	0	502	495	167	829	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	776	107	34	30	27	0	0	502	0	167	829	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	776	107	34	30	27	0	0	502	0	167	829	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	776	107	34	30	27	0	0	502	0	167	829	119
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.04	0.02	0.02	0.01	0.00	0.00	0.17	0.00	0.12	0.29	0.08
Crit Volume:	388			13			251			167		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.579
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	64	1137	266	23	706	8	6	16	26	411	44	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1137	266	23	706	8	6	16	26	411	44	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1137	266	23	706	8	6	16	26	411	44	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1137	266	23	706	8	6	16	26	411	44	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1137	266	23	706	8	6	16	26	411	44	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.18	0.02	0.16	0.01	0.00	0.01	0.02	0.28	0.03	0.01
Crit Volume:		379		23					26	411		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.457
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1406	57	67	1157	6	4	3	8	119	10	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1406	57	67	1157	6	4	3	8	119	10	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1406	57	67	1157	6	4	3	8	119	10	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1406	57	67	1157	6	4	3	8	119	10	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1406	57	67	1157	6	4	3	8	119	10	72
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.04	0.05	0.27	0.00	0.00	0.00	0.01	0.08	0.00	0.05
Crit Volume:		469		67					8	119		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.828
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 132 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	93	866	478	119	723	417	482	1694	13	575	1492	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	866	478	119	723	417	482	1694	13	575	1492	220
User Adj:	1.00	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:	93	866	478	119	723	417	482	1694	13	575	1492	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	866	478	119	723	417	482	1694	13	575	1492	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	93	866	478	119	723	417	482	1694	13	575	1492	220
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.33	0.04	0.17	0.29	0.17	0.39	0.01	0.20	0.34	0.15
Crit Volume:		289			60			565		288		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	65	1405	200	2	1273	297	65	73	34	206	156	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:	65	1405	200	2	1273	297	65	73	34	206	156	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	1405	200	2	1273	297	65	73	34	206	156	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	1405	200	2	1273	297	65	73	34	206	156	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:	65	1405	200	2	1273	297	65	73	34	206	156	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.14	0.00	0.29	0.20	0.04	0.05	0.02	0.14	0.11	0.00
Crit Volume:	65				424			73		206		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.727
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	44	1699	165	78	1394	82	18	77	7	372	169	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1699	165	78	1394	82	18	77	7	372	169	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1699	165	78	1394	82	18	77	7	372	169	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1699	165	78	1394	82	18	77	7	372	169	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1699	165	78	1394	82	18	77	7	372	169	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.11	0.05	0.32	0.06	0.01	0.03	0.00	0.26	0.06	0.02
Crit Volume:		566		78				39		372		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	15	894	349	175	890	643	673	1494	38	558	1347	276
Growth Adj:	1.00	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	894	349	175	890	643	673	1494	38	558	1347	276
User Adj:	1.00	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:	15	894	349	175	890	643	673	1494	38	558	1347	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	894	349	175	890	643	673	1494	38	558	1347	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	15	894	349	175	890	643	673	1494	38	558	1347	276
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.24	0.06	0.20	0.44	0.23	0.34	0.03	0.19	0.31	0.19
Crit Volume:		298		88			337				449	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap. (X):	0.316
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	73	115	22	3	51	39	24	236	51	41	621	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	115	22	3	51	39	24	236	51	41	621	4
User Adj:	1.00	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:	73	115	22	3	51	39	24	236	51	41	621	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	115	22	3	51	39	24	236	51	41	621	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	73	115	22	3	51	39	24	236	51	41	621	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.08	0.02	0.00	0.04	0.03	0.02	0.08	0.04	0.03	0.21	0.00
Crit Volume:	73			51			24			311		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.645
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	137	102	11	110	62	29	74	1817	127	35	1946	204
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	102	11	110	62	29	74	1817	127	35	1946	204
User Adj:	1.00	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:	137	102	11	110	62	29	74	1817	127	35	1946	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	102	11	110	62	29	74	1817	127	35	1946	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	137	102	11	110	62	29	74	1817	127	35	1946	204
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.01	0.08	0.04	0.02	0.05	0.42	0.09	0.02	0.45	0.14
Crit Volume:	102			110			74			649		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.532
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	104	0	37	0	0	0	0	873	106	146	1388	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:	104	0	37	0	0	0	0	873	106	146	1388	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	0	37	0	0	0	0	873	106	146	1388	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	0	37	0	0	0	0	873	106	146	1388	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:	104	0	37	0	0	0	0	873	106	146	1388	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.00	0.00	0.00	0.29	0.07	0.10	0.46	0.00
Crit Volume:	104			0			0			694		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap. (X): 0.382
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	1
Volume Module:												
Base Vol:	73	135	91	5	118	46	21	272	47	61	684	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	135	91	5	118	46	21	272	47	61	684	1
User Adj:	1.00	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:	73	135	91	5	118	46	21	272	47	61	684	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	135	91	5	118	46	21	272	47	61	684	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	73	135	91	5	118	46	21	272	47	61	684	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.09	0.06	0.00	0.08	0.03	0.01	0.09	0.03	0.04	0.24	0.00
Crit Volume:	73			118			21			342		
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.586
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	79	0	11	106	1485	0	0	2083	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	0	0	79	0	11	106	1485	0	0	2083	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	79	0	11	106	1485	0	0	2083	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	79	0	11	106	1485	0	0	2083	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	79	0	11	106	1485	0	0	2083	69
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.07	0.33	0.00	0.00	0.46	0.05
Crit Volume:			0			79			106			694
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap. (X): 0.574
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	0	20	6	144	10	7	16	1797	33	70	1847	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	20	6	144	10	7	16	1797	33	70	1847	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	20	6	144	10	7	16	1797	33	70	1847	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	20	6	144	10	7	16	1797	33	70	1847	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	20	6	144	10	7	16	1797	33	70	1847	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.10	0.01	0.00	0.01	0.41	0.02	0.05	0.42	0.03
Crit Volume:		20			144			599		70		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.581
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	69	1687	189	13	1640	120	213	28	17	52	14	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1687	189	13	1640	120	213	28	17	52	14	7
User Adj:	1.00	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:	69	1687	189	13	1640	120	213	28	17	52	14	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1687	189	13	1640	120	213	28	17	52	14	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	69	1687	189	13	1640	120	213	28	17	52	14	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.13	0.01	0.38	0.08	0.15	0.02	0.01	0.04	0.01	0.00
Crit Volume:	69			547			213				14	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap. (X):	0.219
Loss Time (sec):	0	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:	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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	28	0	1	0	1	1	2	316	0	14	572	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	1	0	1	1	2	316	0	14	572	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	0	1	0	1	1	2	316	0	14	572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	1	0	1	1	2	316	0	14	572	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:	28	0	1	0	1	1	2	316	0	14	572	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.01	0.20	0.00
Crit Volume:	28			1			2				286	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap. (X): 0.277
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	12	0	38	0	0	5	2	301	17	79	724	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:	12	0	38	0	0	5	2	301	17	79	724	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	0	38	0	0	5	2	301	17	79	724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	0	38	0	0	5	2	301	17	79	724	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:	12	0	38	0	0	5	2	301	17	79	724	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.10	0.01	0.05	0.25	0.00
Crit Volume:			38		0			2			362	
Crit Moves:			****		****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap. (X): 0.419
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	87	1367	28	6	1084	54	95	1	126	20	1	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1367	28	6	1084	54	95	1	126	20	1	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1367	28	6	1084	54	95	1	126	20	1	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1367	28	6	1084	54	95	1	126	20	1	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1367	28	6	1084	54	95	1	126	20	1	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.02	0.00	0.25	0.04	0.07	0.00	0.09	0.01	0.00	0.00
Crit Volume:		456			6				126	20		
Crit Moves:		****			****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.427
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	96	1376	98	50	1177	56	24	7	39	44	15	86
Growth Adj:	1.00	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	1376	98	50	1177	56	24	7	39	44	15	86
User Adj:	1.00	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:	96	1376	98	50	1177	56	24	7	39	44	15	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1376	98	50	1177	56	24	7	39	44	15	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	96	1376	98	50	1177	56	24	7	39	44	15	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.07	0.03	0.27	0.04	0.02	0.00	0.03	0.03	0.01	0.06
Crit Volume:		459			50			24				86
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.086
Loss Time (sec):	0	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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	5	1	2	10	3	2	1	93	8	1	223	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	2	10	3	2	1	93	8	1	223	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:	5	1	2	10	3	2	1	93	8	1	223	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	2	10	3	2	1	93	8	1	223	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	1	2	10	3	2	1	93	8	1	223	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03	0.01	0.00	0.08	0.02
Crit Volume:				2	10			1			112	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap. (X):	0.400
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1649	68	0	1513	0	0	0	0	51	0	16
Growth Adj:	1.00	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	1649	68	0	1513	0	0	0	0	51	0	16
User Adj:	1.00	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	1649	68	0	1513	0	0	0	0	51	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1649	68	0	1513	0	0	0	0	51	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1649	68	0	1513	0	0	0	0	51	0	16
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.05	0.00	0.34	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Volume:		550		0				0		51		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.662
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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			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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	122	0	368	206	1709	0	0	1994	86
Growth Adj:	1.00	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	122	0	368	206	1709	0	0	1994	86
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	122	0	0	206	1709	0	0	1994	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	122	0	0	206	1709	0	0	1994	86
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:	0	0	0	122	0	0	206	1709	0	0	1994	86
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.14	0.38	0.00	0.00	0.44	0.06
Crit Volume:		0		122			206			665		
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap. (X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	158	0	1642	0	0	2098	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	158	0	1642	0	0	2098	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	158	0	1642	0	0	2098	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	158	0	1642	0	0	2098	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	158	0	1642	0	0	2098	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.36	0.00	0.00	0.47	0.06
Crit Volume:	0					158	0				699	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap. (X):	0.736
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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:	0	0	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	189	0	286	160	1403	0	0	1975	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	189	0	286	160	1403	0	0	1975	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	189	0	286	160	1403	0	0	1975	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	189	0	286	160	1403	0	0	1975	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	189	0	286	160	1403	0	0	1975	120
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.19	0.11	0.31	0.00	0.00	0.44	0.08
Crit Volume:	0					286	160				658	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.364
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	114	829	213	50	535	105	45	9	57	145	11	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	829	213	50	535	105	45	9	57	145	11	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	829	213	50	535	105	45	9	57	145	11	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	829	213	50	535	105	45	9	57	145	11	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	829	213	50	535	105	45	9	57	145	11	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.19	0.15	0.03	0.12	0.07	0.03	0.01	0.04	0.10	0.01	0.03
Crit Volume:		276		50					57	145		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap. (X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	48	1345	77	83	1518	89	30	16	20	33	11	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:	48	1345	77	83	1518	89	30	16	20	33	11	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1345	77	83	1518	89	30	16	20	33	11	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1345	77	83	1518	89	30	16	20	33	11	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:	48	1345	77	83	1518	89	30	16	20	33	11	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.05	0.06	0.35	0.06	0.02	0.01	0.01	0.02	0.01	0.03
Crit Volume:	48				506		30					39
Crit Moves:	****				****		****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap. (X):	0.418
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	74	0	29	0	0	0	0	645	5	118	1107	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:	74	0	29	0	0	0	0	645	5	118	1107	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	0	29	0	0	0	0	645	5	118	1107	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	0	29	0	0	0	0	645	5	118	1107	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:	74	0	29	0	0	0	0	645	5	118	1107	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.22	0.00	0.08	0.37	0.00
Crit Volume:	74			0			0			554		
Crit Moves:	****						****			****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap. (X):	0.643
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	T	T	R	L	T	T	R	L	T	T	R	L	T	T	R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	0
Volume Module:																
Base Vol:	112	1591	108		145	2125	64		29	7	58		24	7	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	1591	108		145	2125	64		29	7	58		24	7	83	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	112	1591	108		145	2125	64		29	7	58		24	7	83	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	1591	108		145	2125	64		29	7	58		24	7	83	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	112	1591	108		145	2125	64		29	7	58		24	7	83	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.37	0.07		0.10	0.49	0.04		0.02	0.00	0.04		0.02	0.00	0.06	
Crit Volume:	112					708			29						83	
Crit Moves:	****					****			****						****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	67	1681	85	88	2075	42	17	2	26	151	5	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1681	85	88	2075	42	17	2	26	151	5	133
User Adj:	1.00	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:	67	1681	85	88	2075	42	17	2	26	151	5	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1681	85	88	2075	42	17	2	26	151	5	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	67	1681	85	88	2075	42	17	2	26	151	5	133
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.39	0.06	0.06	0.48	0.03	0.01	0.00	0.02	0.10	0.00	0.09
Crit Volume:	67				692				26	151		
Crit Moves:	****				****				****	****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap. (X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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	0	1	0	1	0	1!	0	0
Volume Module:												
Base Vol:	35	574	207	5	885	1	30	14	68	219	35	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	574	207	5	885	1	30	14	68	219	35	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	574	207	5	885	1	30	14	68	219	35	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	574	207	5	885	1	30	14	68	219	35	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	574	207	5	885	1	30	14	68	219	35	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.78	0.12	0.10
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1130	181	139
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.19	0.19	0.19
Crit Volume:		574			5			44				281
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120	Critical Vol./Cap. (X):	0.659
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	290	246	0	389	356	226	256	2	342	361	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	290	246	0	389	356	226	256	2	342	361	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	290	246	0	389	356	226	256	2	342	361	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	290	246	0	389	356	226	256	2	342	361	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	290	246	0	389	356	226	256	2	342	361	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2951	49
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.16	0.00	0.26	0.24	0.15	0.17	0.17	0.23	0.12	0.12
Crit Volume:	0			389			258			342		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec):	120	Critical Vol./Cap. (X):	0.572
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	237	59	100	12	54	24	23	507	155	59	453	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:	237	59	100	12	54	24	23	507	155	59	453	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	237	59	100	12	54	24	23	507	155	59	453	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	237	59	100	12	54	24	23	507	155	59	453	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	237	59	100	12	54	24	46	507	155	118	453	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.12	0.88	1.00
Final Sat.:	1281	319	1600	213	960	427	69	1531	1600	184	1416	1600
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.06	0.06	0.06	0.06	0.33	0.33	0.10	0.32	0.32	0.02
Crit Volume:	237			90			530			59		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap. (X):	0.581	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	34	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	11	56	34	119	89	86	47	528	14	51	619	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	56	34	119	89	86	47	528	14	51	619	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	56	34	119	89	86	47	528	14	51	619	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	56	34	119	89	86	47	528	14	51	619	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	56	34	119	89	86	47	528	14	51	619	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.62	0.38	1.00	0.51	0.49	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	996	604	1600	814	786	1600	1559	41	1600	1469	131
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.07	0.11	0.11	0.03	0.34	0.34	0.03	0.42	0.42
Crit Volume:			90	119			47				674	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap. (X):	0.923	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	83	24	308	66	101	35	26	518	45	536	446	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:	83	24	308	66	101	35	26	518	45	536	446	9
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	24	0	66	101	35	26	518	45	536	446	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	24	0	66	101	35	26	518	45	536	446	9
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	24	0	66	101	35	26	518	45	536	446	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.33	0.50	0.17	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1164	336	1500	490	750	260	1500	1380	120	1500	1470	30
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.38	0.38	0.36	0.30	0.30
Crit Volume:	83					202		563		536		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap. (X):	0.811
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	462	1240	35	64	1187	56	60	208	225	143	140	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	462	1240	35	64	1187	56	60	208	225	143	140	76
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	462	1240	35	64	1187	0	60	208	0	143	140	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	462	1240	35	64	1187	0	60	208	0	143	140	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	462	1240	35	64	1187	0	60	208	0	143	140	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.43	0.02	0.04	0.41	0.00	0.04	0.14	0.00	0.10	0.10	0.05
Crit Volume:	231			594			208			143		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 Cumulative Plus Project Without Placer Parkway PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap. (X):	0.691
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	894	9	844	677	105	2	1	43	1148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	894	9	844	677	105	2	1	43	1148
User Adj:	1.00	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:	1	34	10	894	9	844	677	105	2	1	43	1148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	894	9	844	677	105	2	1	43	1148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	894	9	844	677	105	2	1	43	1148
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.72	0.27	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2504	388	7	33	1417	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.58	0.27	0.27	0.27	0.03	0.03	0.40
Crit Volume:	35			844		0						574
Crit Moves:	****					****	****					****

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Cumulative Plus Project No Wed May 6, 2009 11:32:03 Page 2-1

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#301 Locust/Baseline	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	E	xxxxx	0.936	E	xxxxx	0.936	+ 0.000 V/C

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Cumulative Plus Project No Wed May 6, 2009 11:32:03 Page 6-1

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0 1	0	0 1	0	0	1! 0	0	1 0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	38	3	246	36	5	3	3	1440	20	19	1144	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	3	246	36	5	3	3	1440	20	19	1144	17
User Adj:	1.00	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:	38	3	246	36	5	3	3	1440	20	19	1144	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	3	246	36	5	3	3	1440	20	19	1144	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	3	246	36	5	3	3	1440	20	19	1144	17
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:	0.93	0.07	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1321	104	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.17	0.03	0.03	0.03	0.00	0.34	0.01	0.01	0.27	0.01
Crit Volume:			246	36				480		0		
Crit Moves:			****	****				****		****		

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.558
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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 3	0 1	2	0 3	0 1	0	0 1!	0 0	1	1 0	0 2
Volume Module:												
Base Vol:	16	1942	48	155	1877	13	5	1	6	111	5	320
Growth Adj:	1.00	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	1942	48	155	1877	13	5	1	6	111	5	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1942	48	155	1877	13	5	1	6	111	5	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1942	48	155	1877	13	5	1	6	111	5	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1942	48	155	1877	13	5	1	6	111	5	320
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.42	0.08	0.50	1.91	0.09	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	594	119	713	2727	123	2850
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.03	0.05	0.44	0.01	0.01	0.01	0.01	0.04	0.04	0.11
Crit Volume:		647		78			12			58		
Crit Moves:		****		****			****			****		

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.936
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	234	1653	154	53	1637	39	58	45	162	190	171	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1653	154	53	1637	39	58	45	162	190	171	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1653	154	53	1637	39	58	45	162	190	171	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1653	154	53	1637	39	58	45	162	190	171	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	1653	154	53	1637	39	58	45	162	190	171	104
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.17	0.60	0.11	0.04	0.60	0.03	0.04	0.03	0.12	0.14	0.12	0.08
Crit Volume:	234				819			45		190		
Crit Moves:	****				****			****		****		

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#309 Watt Ave/Elverta Rd	F	xxxxx	1.025	F	xxxxx	1.025	+ 0.000
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.082	F	xxxxx	1.082	+ 0.000
#311 Watt Ave/Antelope Rd	F	xxxxx	1.216	F	xxxxx	1.216	+ 0.000
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000
#313 Watt Ave/Elkhorn	F	xxxxx	1.045	F	xxxxx	1.045	+ 0.000
#314 Walerga Rd/Elkhorn	D	xxxxx	0.879	D	xxxxx	0.879	+ 0.000

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.025
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	3 0	1	2 0	3 0	1	2 0	2 0	1	2 0	2 0	1
Volume Module:												
Base Vol:	170	2021	408	414	1393	476	355	1094	158	220	806	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:	170	2021	408	414	1393	476	355	1094	158	220	806	273
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	2021	408	414	1393	476	355	1094	158	220	806	273
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	2021	408	414	1393	476	355	1094	158	220	806	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	170	2021	408	414	1393	476	355	1094	158	220	806	273
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.45	0.27	0.14	0.31	0.32	0.12	0.36	0.11	0.07	0.27	0.18
Crit Volume:		674		207				547		110		
Crit Moves:		****		****				****		****		

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Cumulative Plus Project No Mon May 4, 2009 10:46:14 Page 4-1

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.082
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	258	1234	380	770	1280	96	404	1209	103	437	1309	604
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	1234	380	770	1280	96	404	1209	103	437	1309	604
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	1234	380	770	1280	96	404	1209	103	437	1309	604
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	1234	380	770	1280	96	404	1209	103	437	1309	604
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	258	1234	380	770	1280	96	404	1209	103	437	1309	604
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.09	0.41	0.25	0.26	0.43	0.06	0.13	0.27	0.07	0.15	0.29	0.40
Crit Volume:		617		385				403		219		
Crit Moves:		****		****				****		****		

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.216
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	303	1464	245	109	1309	253	413	671	185	150	454	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	303	1464	245	109	1309	253	413	671	185	150	454	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	303	1464	245	109	1309	253	413	671	185	150	454	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	303	1464	245	109	1309	253	413	671	185	150	454	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	303	1464	245	109	1309	253	413	671	185	150	454	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.49	0.16	0.07	0.44	0.17	0.28	0.22	0.12	0.10	0.30	0.06
Crit Volume:	303				655		413				454	
Crit Moves:	****				****		****				****	

Cumulative Plus Project No Mon May 4, 2009 10:46:14 Page 6-1

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.848
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	2	0	1
Volume Module:												
Base Vol:	286	1306	95	262	986	249	500	381	226	240	477	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	286	1306	95	262	986	249	500	381	226	240	477	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	286	1306	95	262	986	249	500	381	226	240	477	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	286	1306	95	262	986	249	500	381	226	240	477	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	286	1306	95	262	986	249	500	381	226	240	477	112
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.26	0.74	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1883	1117	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.06	0.09	0.33	0.17	0.17	0.20	0.20	0.08	0.16	0.07
Crit Volume:		653			131			250			238	
Crit Moves:		****			****			****			****	

Cumulative Plus Project No Mon May 4, 2009 10:46:14 Page 7-1

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	1.045
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	306	1982	218	366	1261	331	479	902	282	314	970	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	1982	218	366	1261	331	479	902	282	314	970	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	1982	218	366	1261	331	479	902	282	314	970	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	1982	218	366	1261	331	479	902	282	314	970	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	1982	218	366	1261	331	479	902	282	314	970	262
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.44	0.15	0.12	0.28	0.22	0.16	0.30	0.19	0.10	0.32	0.17
Crit Volume:		661			183			240			485	
Crit Moves:		****			****			****			****	

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.879
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2 0	2 0	1	2 0	2 0	1	1 0	3 0	1	1 0	3 0	1
Volume Module:												
Base Vol:	148	921	41	474	823	68	100	1163	155	233	1329	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	148	921	41	474	823	68	100	1163	155	233	1329	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	148	921	41	474	823	68	100	1163	155	233	1329	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	148	921	41	474	823	68	100	1163	155	233	1329	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	148	921	41	474	823	68	100	1163	155	233	1329	355
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.03	0.16	0.27	0.05	0.07	0.26	0.10	0.16	0.30	0.24
Crit Volume:		461		237				388		233		
Crit Moves:		****		****				****		****		

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Cum Plus Project_NoPP_PM_SacCounty.out 5/4/2009

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Scenario Report

Scenario:	Cumulative Plus Project No PP PM
Command:	Cumulative Plus Project No PP PM
Volume:	Cumulative Plus Project No PP PM
Geometry:	Cumulative Plus Project No PP
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Cum PP No PP PM

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in V/C
#303 Pleasent Grove N/Riego	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
#304 Pleasent Grove S/Riego	C	xxxxx	0.762	C	xxxxx	0.762	+ 0.000
#316 SR 99 NB Off Ramp / Riego Rd	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000
#317 SR 99 SB Off Ramp/Riego Rd	A	xxxxx	0.191	A	xxxxx	0.191	+ 0.000

Cumulative Plus Project No Fri Oct 16, 2009 09:59:47 Page 3-1

Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #303 Pleasent Grove N/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.707
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	211	0	64	5	1592	0	0	1447	160
Growth Adj:	1.00	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	211	0	64	5	1592	0	0	1447	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	211	0	64	5	1592	0	0	1447	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	211	0	64	5	1592	0	0	1447	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	211	0	64	5	1592	0	0	1447	160
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	1425	2850	0	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.04	0.00	0.56	0.00	0.00	0.51	0.11
Crit Volume:		0		211				796		0		
Crit Moves:				****				****		****		

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #304 Pleasent Grove S/Riego

Cycle (sec): 100 Critical Vol./Cap. (X): 0.762
Loss Time (sec): 0 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:	Permitted			Permitted			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	340	0	109	0	0	0	0	1260	541	173	1264	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:	340	0	109	0	0	0	0	1260	541	173	1264	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	340	0	109	0	0	0	0	1260	541	173	1264	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	340	0	109	0	0	0	0	1260	541	173	1264	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:	340	0	109	0	0	0	0	1260	541	173	1264	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.23	0.00	0.07	0.00	0.00	0.00	0.00	0.42	0.36	0.12	0.42	0.00
Crit Volume:	340					0			630		173	
Crit Moves:	****								****		****	

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #316 SR 99 NB Off Ramp / Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.472
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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	0	2	0	0	0	0	0	2	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	77	0	1165	0	0	0	0	452	6	0	1263	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	0	1165	0	0	0	0	452	6	0	1263	20
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	77	0	0	0	0	0	0	452	0	0	1263	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	0	0	0	0	0	0	452	0	0	1263	20
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	77	0	0	0	0	0	0	452	0	0	1263	20
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	1500	0	3000	0	0	0	0	3000	1500	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.00	0.00	0.42	0.01
Crit Volume:	77			0			0			632		
Crit Moves:	****						****			****		

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Cumualtive Plus Project with No Placer Parkway
Sierra Vista
PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #317 SR 99 SB Off Ramp/Riego Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.191
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 18 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	0	0	0	1	0	0	0	1	0	0	2	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	89	0	31	0	350	183	0	271	1069
Growth Adj:	1.00	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	89	0	31	0	350	183	0	271	1069
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:	0	0	0	89	0	31	0	350	183	0	271	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	89	0	31	0	350	183	0	271	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	89	0	31	0	350	183	0	271	0
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1425	0	1425	0	2850	1425	0	2850	1425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.02	0.00	0.12	0.13	0.00	0.10	0.00
Crit Volume:				0					183	0		
Crit Moves:				****					****	****		

2025 CIP CONDITIONS
PROJECT ALTERNATIVE 1
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Atlantic & Tiger/Center	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000 V/C
# 2 Atlantic & Wills	C	xxxxx	0.768	C	xxxxx	0.768	+ 0.000 V/C
# 3 Atlantic St & Yosemite St	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.985	E	xxxxx	0.985	+ 0.000 V/C
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.722	C	xxxxx	0.722	+ 0.000 V/C
# 6 Blue Oaks & Del Webb	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
# 8 Blue Oaks & New Meadow	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
# 9 Blue Oaks & Orchard View	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 10 Blue Oaks Bl & Diamond Creek B	E	xxxxx	0.952	E	xxxxx	0.952	+ 0.000 V/C
# 11 Blue Oaks Bl & Foothills Bl	F	xxxxx	1.328	F	xxxxx	1.328	+ 0.000 V/C
# 12 Blue Oaks Bl & Woodcreek Oaks	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000 V/C
# 13 Cirby & Sunrise	F	xxxxx	1.079	F	xxxxx	1.079	+ 0.000 V/C
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.105	F	xxxxx	1.105	+ 0.000 V/C
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.614	B	xxxxx	0.614	+ 0.000 V/C
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000 V/C
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.892	D	xxxxx	0.892	+ 0.000 V/C
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.138	F	xxxxx	1.138	+ 0.000 V/C
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
# 23 Cirby Wy & Vernon St	F	xxxxx	1.275	F	xxxxx	1.275	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 24 Douglas & Eureka	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
# 25 Douglas & Rocky Ridge	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 26 Douglas & Santa Clara	C	xxxxx	0.700	C	xxxxx	0.700	+ 0.000 V/C
# 27 Douglas & Sierra Gardens	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
# 28 Douglas & Sunrise	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000 V/C
# 29 Douglas & Target	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000 V/C
# 33 Douglas Bl & Judah St	A	xxxxx	0.505	A	xxxxx	0.505	+ 0.000 V/C
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
# 35 Douglas Bl & Park Dr	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000 V/C
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000 V/C
# 37 Eureka & Lead Hill	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
# 38 Eureka & N. Sunrise	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 39 Eureka & Rocky Ridge	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000 V/C
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000 V/C
# 43 Fairway & Cortina Circle	A	xxxxx	0.460	A	xxxxx	0.460	+ 0.000 V/C
# 44 Fairway & Five Star	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 45 Fairway & Home Depot	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 46 Fairway & Target/Rosehall	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000 V/C
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000 V/C
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.990	E	xxxxx	0.990	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.004	F	xxxxx	1.004	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	E	xxxxx	0.957	E	xxxxx	0.957	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.402	A	xxxxx	0.402	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.599	A	xxxxx	0.599	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.199	A	xxxxx	0.199	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	E	xxxxx	0.964	E	xxxxx	0.964	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.898	D	xxxxx	0.898	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
# 90 Pleasant Grove & Michener	C	xxxxx	0.766	C	xxxxx	0.766	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.196	F	xxxxx	1.196	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.693	B	xxxxx	0.693	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 96 Pleasant Grove & Washington	E	xxxxx	0.909	E	xxxxx	0.909	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.848	D	xxxxx	0.848	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.499	A	xxxxx	0.499	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.269	A	xxxxx	0.269	+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.805	D	xxxxx	0.805	+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
#107 Roseville Parkway & Reserve	D	xxxxx	0.811	D	xxxxx	0.811	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#117 Roseville Pw & Sierra College	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.513	A	xxxxx	0.513	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.328	A	xxxxx	0.328	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx	0.916	E	xxxxx	0.916	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.703	C	xxxxx	0.703	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.457	A	xxxxx	0.457	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000 V/C
#139 Washington & Sawtell/Derek	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.452	A	xxxxx	0.452	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.474	A	xxxxx	0.474	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.857	D	xxxxx	0.857	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000
#156 Fairway & Highland Park	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx	0.895	D	xxxxx	0.895	+ 0.000
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.412	A	xxxxx	0.412	+ 0.000
#159 Washington Blvd & Industrial	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow	C	xxxxx	0.712	C	xxxxx	0.712	+ 0.000
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.445	A	xxxxx	0.445	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.770	C	xxxxx	0.770	+ 0.000
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.405	A	xxxxx	0.405	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.325	A	xxxxx	0.325	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000
#172 Washington Blvd & All America	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000
#173 Cirby & Cottonwood	A	xxxxx	0.439	A	xxxxx	0.439	+ 0.000
#174 Secret Ravine & Alexandra	A	xxxxx	0.207	A	xxxxx	0.207	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000
#177 Watt Ave & Pleasant Grove	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
#178 Watt Ave & Road A	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
#179 Watt Ave & Road B	A	xxxxx	0.397	A	xxxxx	0.397	+ 0.000
#180 Watt Ave & Baseline Rd	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
#181 West Side Dr & Road A	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000
#182 West Side Dr & Road B	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
#183 West Side Dr & Baseline Rd	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000
#184 Market St & Road B	A	xxxxx	0.364	A	xxxxx	0.364	+ 0.000
#185 Market St & Baseline Rd	A	xxxxx	0.595	A	xxxxx	0.595	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
#187 Upland Dr & Road B	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx	0.216	A	xxxxx	0.216	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx	0.301	A	xxxxx	0.301	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.296	A	xxxxx	0.296	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx	0.390	A	xxxxx	0.390	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx	0.081	A	xxxxx	0.081	+ 0.000

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.260	A	xxxxx	0.260	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#199 Baseline Rd & SV CC4	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.973	E	xxxxx	0.973	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0 1	0	0 1	1 0	1	1 0	1 0	2	0 1
Volume Module:												
Base Vol:	17	1	22	64	4	18	20	1136	42	13	1075	169
Growth Adj:	1.00	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	1	22	64	4	18	20	1136	42	13	1075	169
User Adj:	1.00	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:	17	1	22	64	4	18	20	1136	42	13	1075	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1	22	64	4	18	20	1136	42	13	1075	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	17	1	22	64	4	18	20	1136	42	13	1075	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	63	1387	1365	85	1450	1450	2797	103	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.41	0.41	0.01	0.37	0.12
Crit Volume:			23			68			589			13
Crit Moves:			****			****			****			****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.768
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	90	0	683	0	0	0	0	939	279	320	1330	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	683	0	0	0	0	939	279	320	1330	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	683	0	0	0	0	939	279	320	1330	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	683	0	0	0	0	939	279	320	1330	1
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:	90	0	683	0	0	0	0	939	279	320	1330	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.46	0.00	0.00	0.00	0.00	0.31	0.19	0.21	0.44	0.44
Crit Volume:			683	0				470		0		
Crit Moves:			****					****		****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	379	0	260	124	865	0	0	1005	381
Growth Adj:	1.00	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	379	0	260	124	865	0	0	1005	381
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	379	0	260	124	865	0	0	1005	381
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	379	0	260	124	865	0	0	1005	381
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	379	0	260	124	865	0	0	1005	381
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.17	0.08	0.29	0.00	0.00	0.34	0.25
Crit Volume:			0	379			124			503		
Crit Moves:				****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.985	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	118	934	309	301	1071	206	720	1193	79	541	1818	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	934	309	301	1071	206	720	1193	79	541	1818	328
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	934	309	301	1071	0	720	1193	79	541	1818	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	934	309	301	1071	0	720	1193	79	541	1818	328
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:	118	934	309	301	1071	0	720	1193	79	541	1818	328
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.10	0.25	0.00	0.25	0.27	0.05	0.19	0.42	0.23
Crit Volume:		311		151			360				606	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722	
Loss Time (sec):	0	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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	188	0	34	32	1312	0	0	2591	422
Growth Adj:	1.00	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	188	0	34	32	1312	0	0	2591	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
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	188	0	34	32	1312	0	0	2591	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	188	0	34	32	1312	0	0	2591	422
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	188	0	34	32	1312	0	0	2591	422
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.02	0.29	0.00	0.00	0.58	0.28
Crit Volume:		0		188			32				864	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	28	0	76	0	0	0	0	1220	35	142	2643	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	76	0	0	0	0	1220	35	142	2643	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	28	0	76	0	0	0	0	1220	35	142	2643	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	0	76	0	0	0	0	1220	35	142	2643	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	28	0	76	0	0	0	0	1220	35	142	2643	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.02	0.09	0.59	0.00
Crit Volume:	28				0			0			881	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	65	972	531	219	651	319	180	447	69	735	1151	384
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	972	531	219	651	319	180	447	69	735	1151	384
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	65	972	0	219	651	319	180	447	0	735	1151	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	972	0	219	651	319	180	447	0	735	1151	384
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	65	972	0	219	651	319	180	447	0	735	1151	384
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.34	0.00	0.08	0.22	0.22	0.06	0.10	0.00	0.25	0.26	0.26
Crit Volume:		486			109			149			368	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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!	0 1	1	0 4!	0 1	1	0 4!	0 1
Volume Module:												
Base Vol:	0	0	0	112	0	25	28	2168	0	0	3859	580
Growth Adj:	1.00	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	112	0	25	28	2168	0	0	3859	580
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	112	0	25	28	2168	0	0	3859	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	112	0	25	28	2168	0	0	3859	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	112	0	25	28	2168	0	0	3859	580
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.02	0.02	0.36	0.00	0.00	0.64	0.39
Crit Volume:		0		112			28				965	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec):	100	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	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 0!	0 0	1	0 0!	0 1	1	0 3!	0 1	1	0 3!	0 1
Volume Module:												
Base Vol:	0	0	0	127	0	1	1	1169	1	0	2308	201
Growth Adj:	1.00	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	127	0	1	1	1169	1	0	2308	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	1	1	1169	1	0	2308	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	1	1	1169	1	0	2308	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	127	0	1	1	1169	1	0	2308	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.26	0.00	0.00	0.51	0.13
Crit Volume:		0		127			1				769	
Crit Moves:				****			****				****	

City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.952
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	241	86	58	302	17	193	95	1249	31	26	2553	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	241	86	58	302	17	193	95	1249	31	26	2553	226
User Adj:	1.00	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:	241	86	58	302	17	193	95	1249	31	26	2553	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	86	58	302	17	193	95	1249	31	26	2553	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	241	86	58	302	17	193	95	1249	31	26	2553	226
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.89	0.11	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2745	155	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.06	0.04	0.11	0.11	0.13	0.07	0.29	0.02	0.02	0.59	0.16
Crit Volume:	241					193	95				851	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	1.328
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	852	430	463	328	850	1014	250	1638	341	175	2513	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	852	430	463	328	850	1014	250	1638	341	175	2513	117
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	852	430	0	328	850	1014	250	1638	341	175	2513	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	852	430	0	328	850	1014	250	1638	341	175	2513	117
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	852	430	0	328	850	1014	250	1638	341	175	2513	117
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.15	0.00	0.11	0.20	0.70	0.09	0.28	0.24	0.06	0.43	0.08
Crit Volume:	284					1014	0				628	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.665
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	120	210	379	158	169	36	97	1337	199	891	2441	359
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	210	379	158	169	36	97	1337	199	891	2441	359
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	210	379	158	169	36	97	1337	199	891	2441	359
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	210	379	158	169	36	97	1337	199	891	2441	359
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	120	210	379	158	169	36	97	1337	199	891	2441	359
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.26	0.05	0.06	0.02	0.03	0.23	0.14	0.31	0.42	0.25
Crit Volume:		105		79				334		446		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 1.079
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	845	1005	195	238	1501	235	392	833	511	450	658	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	845	1005	195	238	1501	235	392	833	511	450	658	138
User Adj:	1.00	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:	845	1005	195	238	1501	235	392	833	511	450	658	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	845	1005	195	238	1501	235	392	833	511	450	658	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	845	1005	195	238	1501	235	392	833	511	450	658	138
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.35	0.13	0.08	0.35	0.16	0.14	0.29	0.35	0.16	0.23	0.10
Crit Volume:	423				500			417		225		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	1.105
Loss Time (sec):	9	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			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	707	482	1957	590	0	0	0	0	651	0	2349
Growth Adj:	1.00	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	707	482	1957	590	0	0	0	0	651	0	2349
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	707	0	1957	590	0	0	0	0	651	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	707	0	1957	590	0	0	0	0	651	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	707	0	1957	590	0	0	0	0	651	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.65	0.39	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Volume:		354		979				0		326		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.614
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	263	0	0	0	0	2179	9	384	2600	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	263	0	0	0	0	2179	9	384	2600	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2179	9	384	2600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2179	9	384	2600	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2179	9	384	2600	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4481	19	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.13	0.58	0.00
Crit Volume:	0			0					729	192		
Crit Moves:									****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	4	1	11	13	1	10	14	2148	9	15	2548	23
Growth Adj:	1.00	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	1	11	13	1	10	14	2148	9	15	2548	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	13	1	10	14	2148	9	15	2548	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	13	1	10	14	2148	9	15	2548	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	13	1	10	14	2148	9	15	2548	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.06	0.69	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	363	91	997	1346	104	1450	1450	2888	12	1450	2874	26
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.74	0.74	0.01	0.89	0.89
Crit Volume:		16			14		14					1286
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1! 0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	8	14	52	180	148	194	59	1060	39	183	1137	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	14	52	180	148	194	59	1060	39	183	1137	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	14	52	180	148	194	59	1060	39	183	1137	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	14	52	180	148	194	59	1060	39	183	1137	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	14	52	180	148	194	59	1060	39	183	1137	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.19	0.70	0.55	0.45	1.00	1.00	1.93	0.07	1.00	1.97	0.03
Final Sat.:	162	284	1054	823	677	1500	1500	2894	106	1500	2956	44
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.22	0.22	0.13	0.04	0.37	0.37	0.12	0.38	0.38
Crit Volume:	8				328			550		183		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	49	3	461	5	7	5	44	1640	213	286	1553	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3	461	5	7	5	44	1640	213	286	1553	3
User Adj:	1.00	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:	49	3	461	5	7	5	44	1640	213	286	1553	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3	461	5	7	5	44	1640	213	286	1553	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	3	461	5	7	5	44	1640	213	286	1553	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1366	84	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.57	0.15	0.10	0.54	0.54
Crit Volume:			461		12			820		0		
Crit Moves:			****		****			****		****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.536
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	25	1043	7	11	1341	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	25	1043	7	11	1341	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:	23	1	17	26	0	13	25	1043	7	11	1341	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	25	1043	7	11	1341	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:	23	1	17	26	0	13	25	1043	7	11	1341	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2841	59
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.36	0.36	0.01	0.47	0.47
Crit Volume:			41		26			25		685		
Crit Moves:			****		****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap.(X): 1.138
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 2	2	0 2	0 1
Volume Module:												
Base Vol:	1201	468	320	326	845	243	224	1277	1179	107	1313	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1201	468	320	326	845	243	224	1277	1179	107	1313	190
User Adj:	1.00	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:	1201	468	320	326	845	243	224	1277	1179	107	1313	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1201	468	320	326	845	243	224	1277	1179	107	1313	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1201	468	320	326	845	243	224	1277	1179	107	1313	190
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.19	0.17	0.08	0.29	0.41	0.04	0.45	0.13
Crit Volume:	601			282			112				657	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0 0	0 0	1	1 0	0 1	1	1 0	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	678	0	801	529	426	0	0	607	369
Growth Adj:	1.00	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	678	0	801	529	426	0	0	607	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	678	0	0	529	426	0	0	607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	678	0	0	529	426	0	0	607	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	678	0	0	529	426	0	0	607	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.66	1.34	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2493	2007	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:		0		339			318				304	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	67	0	39		0	0	0		0	1629	476		51	1770	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:	67	0	39		0	0	0		0	1629	476		51	1770	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	67	0	39		0	0	0		0	1629	476		51	1770	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	67	0	39		0	0	0		0	1629	476		51	1770	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:	67	0	39		0	0	0		0	1629	476		51	1770	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.32	0.68		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3482	1018		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.47	0.47		0.03	0.59	0.00	
Crit Volume:	67				0				0				885			
Crit Moves:	****								****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.275
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	43	105	100		79	101	629		343	2104	24		58	2354	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	105	100		79	101	629		343	2104	24		58	2354	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	43	105	100		79	101	629		343	2104	24		58	2354	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	105	100		79	101	629		343	2104	24		58	2354	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:	43	105	100		79	101	629		343	2104	24		58	2354	63	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.98	0.02		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2867	33		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07		0.03	0.07	0.43		0.12	0.73	0.73		0.02	0.81	0.04	
Crit Volume:	43						629		0					1177		
Crit Moves:	****						****		****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	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			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	439	738	22	702	658	66	149	1079	291	62	1222	589
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	738	22	702	658	66	149	1079	291	62	1222	589
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:	439	738	22	702	658	66	149	1079	291	62	1222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	439	738	22	702	658	66	149	1079	291	62	1222	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	439	738	22	702	658	66	149	1079	291	62	1222	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	3.00	2.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4224	126	4350	3953	397	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.16	0.17	0.17	0.05	0.25	0.20	0.02	0.28	0.00
Crit Volume:			253	234			75				407	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	292	544	133	278	1038	241	243	1165	188	201	1749	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	544	133	278	1038	241	243	1165	188	201	1749	184
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	292	544	133	278	1038	241	243	1165	0	201	1749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	544	133	278	1038	241	243	1165	0	201	1749	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	292	544	133	278	1038	241	243	1165	0	201	1749	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.10	0.24	0.17	0.08	0.27	0.00	0.07	0.40	0.00
Crit Volume:	146				346		122				583	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec):	120	Critical Vol./Cap.(X):	0.700
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound				West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R		L	- T	- R	
Control:	Split Phase			Split Phase			Protected				Protected			
Rights:		Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0		1	0 3	0 1	
Volume Module:														
Base Vol:	89	64	80	129	96	163	133	1492	61	170	2043	86		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	89	64	80	129	96	163	133	1492	61	170	2043	86		
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:	89	64	80	129	96	163	133	1492	61	170	2043	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	89	64	80	129	96	163	133	1492	61	170	2043	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00		
FinalVolume:	89	64	80	129	96	163	133	1492	61	170	2043	0		
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.00	1.00	1.00	1.15	0.85	1.00	1.00	2.88	0.12	1.00	3.00	1.00		
Final Sat.:	1450	1450	1450	1663	1237	1450	1450	4179	171	1450	4350	1450		
Capacity Analysis Module:														
Vol/Sat:	0.06	0.04	0.06	0.08	0.08	0.11	0.09	0.36	0.36	0.12	0.47	0.00		
Crit Volume:	89			113			133				681			
Crit Moves:	****			****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:		Ovl			Ovl			Ovl				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 1!	0 0	1	0 1!	0 0	1	0 3	0 1		1	0 3	0 1	
Volume Module:														
Base Vol:	124	59	41	213	81	14	35	1520	129	51	2069	122		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	124	59	41	213	81	14	35	1520	129	51	2069	122		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Volume:	124	59	41	213	81	14	35	1520	129	51	2069	122		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
Reduced Vol:	124	59	41	213	81	14	35	1520	129	51	2069	122		
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
FinalVolume:	124	59	41	213	81	14	35	1520	129	51	2069	122		
Saturation Flow Module:														
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450		
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Lanes:	1.11	0.53	0.36	1.38	0.53	0.09	1.00	3.00	1.00	1.00	3.00	1.00		
Final Sat.:	1605	764	531	2006	763	132	1450	4350	1450	1450	4350	1450		
Capacity Analysis Module:														
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.04	0.48	0.08		
Crit Volume:	112			154			35				690			
Crit Moves:	****			****			****				****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	422	429	265	230	876	577	361	1492	240	161	2004	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	429	265	230	876	577	361	1492	240	161	2004	87
User Adj:	1.00	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:	422	429	265	230	876	577	361	1492	240	161	2004	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	429	265	230	876	577	361	1492	240	161	2004	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:	422	429	265	230	876	577	361	1492	240	161	2004	87
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.83	0.17
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5559	241
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.18	0.08	0.20	0.40	0.12	0.34	0.17	0.06	0.36	0.36
Crit Volume:	211					577	0				523	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	134	2	51	101	2	72	42	1485	136	74	2157	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	2	51	101	2	72	42	1485	136	74	2157	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2	51	101	2	72	42	1485	136	74	2157	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2	51	101	2	72	42	1485	136	74	2157	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	2	51	101	2	72	42	1485	136	74	2157	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	55	1395	1450	39	1411	1450	3985	365	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.50	0.50
Crit Volume:	134			101			42					720
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	155	684	40	674	904	90	139	1266	295	119	1618	819
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	684	40	674	904	90	139	1266	295	119	1618	819
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:	155	684	40	674	904	90	139	1266	295	119	1618	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	684	40	674	904	90	139	1266	295	119	1618	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	155	684	40	674	904	90	139	1266	295	119	1618	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.15	0.21	0.06	0.05	0.29	0.20	0.04	0.37	0.00
Crit Volume:		228		225			70				539	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	394	5	71	48	1077	0	11	1098	170
Growth Adj:	1.00	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	4	9	394	5	71	48	1077	0	11	1098	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:	3	4	9	394	5	71	48	1077	0	11	1098	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	394	5	71	48	1077	0	11	1098	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	1.00	1.00	1.00
FinalVolume:	3	4	9	394	5	71	48	1077	0	11	1098	170
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.97	0.03	1.00	1.00	2.00	0.00	1.00	1.73	0.27
Final Sat.:	272	363	816	2864	36	1450	1450	2900	0	1450	2511	389
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.37	0.00	0.01	0.44	0.44
Crit Volume:		16		199			48					634
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.963
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ignore				Ovl				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	1	0 1	1	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	32	28	83		1067	27	276		288	1136	20		66	1059	502	
Growth Adj:	1.00	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	28	83		1067	27	276		288	1136	20		66	1059	502	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	28	0		1067	27	276		288	1136	20		66	1059	502	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	28	0		1067	27	276		288	1136	20		66	1059	502	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	32	28	0		1067	27	276		288	1136	20		66	1059	502	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.95	0.05	1.00		1.00	1.97	0.03		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2828	72	1450		1450	2850	50		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.00		0.38	0.38	0.19		0.20	0.40	0.40		0.05	0.37	0.35	
Crit Volume:	32				547				288				530			
Crit Moves:	****				****				****				****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.505
Loss Time (sec): 9 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				Permitted				Permitted			
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:	0	0	1!	0 0	1	0	1!	0 0	0	1	0	1 0	0	0	1	0 1
Volume Module:																
Base Vol:	0	0	0		464	0	30		1	487	0		0	509	419	
Growth Adj:	1.00	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		464	0	30		1	487	0		0	509	419	
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:	0	0	0		464	0	30		1	487	0		0	509	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		464	0	30		1	487	0		0	509	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	0	0		464	0	30		2	487	0		0	509	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	1.00	0.00		1.88	0.00	0.12		0.01	1.99	0.00		0.00	1.00	1.00	
Final Sat.:	0	1500	0		2818	0	182		12	2988	0		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.16	0.00	0.16		0.08	0.16	0.00		0.00	0.34	0.00	
Crit Volume:			0				247		1					509		
Crit Moves:							****		****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	35	0	150	0	0	0	0	975	57	187	959	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:	35	0	150	0	0	0	0	975	57	187	959	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	150	0	0	0	0	975	57	187	959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	150	0	0	0	0	975	57	187	959	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:	35	0	150	0	0	0	0	975	57	187	959	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2834	166	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.32	0.00
Crit Volume:	35			0					516	187		
Crit Moves:	****								****	****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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!	0	0	1	0	0	1	0	0	1	1	0	1	0	2	0	0
Volume Module:												
Base Vol:	13	0	10	68	7	14	0	970	20	18	901	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:	13	0	10	68	7	14	0	970	20	18	901	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	68	7	14	0	970	20	18	901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	68	7	14	0	970	20	18	901	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:	13	0	10	68	7	14	0	970	20	18	901	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.33	0.67	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	483	967	0	2841	59	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.01	0.01	0.00	0.34	0.34	0.01	0.31	0.00
Crit Volume:			23	68				495		18		
Crit Moves:			****	****				****		****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	509	783	242	209	836	121	217	1679	600	320	1437	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	783	242	209	836	121	217	1679	600	320	1437	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	509	783	242	209	836	121	217	1679	600	320	1437	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	783	242	209	836	121	217	1679	600	320	1437	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	509	783	242	209	836	121	217	1679	600	320	1437	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.17	0.07	0.19	0.08	0.07	0.39	0.41	0.11	0.33	0.00
Crit Volume:	255			279			560			160		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	201	1416	74	126	1240	86	48	166	143	49	228	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	201	1416	74	126	1240	86	48	166	143	49	228	192
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	201	1416	0	126	1240	0	48	166	0	49	228	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1416	0	126	1240	0	48	166	0	49	228	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	201	1416	0	126	1240	0	48	166	0	49	228	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.09	0.29	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	201			413			48			114		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	Ignore			Ignore			Ignore			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:	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	535	540	222	193	530	219	326	1855	482	182	2305	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	540	222	193	530	219	326	1855	482	182	2305	63
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	535	540	0	193	530	0	326	1855	0	182	2305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	540	0	193	530	0	326	1855	0	182	2305	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	535	540	0	193	530	0	326	1855	0	182	2305	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.07	0.12	0.00	0.11	0.43	0.00	0.06	0.40	0.00
Crit Volume:	178			177			163			576		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	67	1616	53	172	1436	401	397	361	32	127	322	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1616	53	172	1436	401	397	361	32	127	322	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1616	0	172	1436	0	397	361	0	127	322	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1616	0	172	1436	0	397	361	0	127	322	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1616	0	172	1436	0	397	361	0	127	322	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.12	0.33	0.00	0.14	0.12	0.00	0.09	0.11	0.00
Crit Volume:		539		172			199			161		
Crit Moves:		****		****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.440
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	18	0	40	9	2	2	29	1058	20	48	686	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	40	9	2	2	29	1058	20	48	686	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:	18	0	40	9	2	2	29	1058	20	48	686	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	40	9	2	2	29	1058	20	48	686	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:	18	0	40	9	2	2	29	1058	20	48	686	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.82	0.18	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1186	264	1450	1450	2846	54	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.37	0.37	0.03	0.24	0.02
Crit Volume:			40		11			539		48		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap.(X):	0.401
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	924	34	79	1095	11	11	1	3	11	1	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:	5	924	34	79	1095	11	11	1	3	11	1	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:	5	924	34	79	1095	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	924	34	79	1095	11	11	1	3	11	1	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:	5	924	34	79	1095	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2797	103	1450	2871	29	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.05	0.38	0.38	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:		479			79			11			12	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap.(X): 0.528
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:		Ovl			Ovl			Ovl			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	1	0 0	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	209	25	56	28	11	70	143	859	128	191	942	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:	209	25	56	28	11	70	143	859	128	191	942	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:	209	25	56	28	11	70	143	859	128	191	942	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	25	56	28	11	70	143	859	128	191	942	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:	209	25	56	28	11	70	143	859	128	191	942	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.79	0.21	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2590	310	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.10	0.30	0.09	0.13	0.32	0.02
Crit Volume:	117			28				430		191		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	87	607	57	27	868	91	153	2	115	14	1	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:	87	607	57	27	868	91	153	2	115	14	1	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:	87	607	57	27	868	91	153	2	115	14	1	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	607	57	27	868	91	153	2	115	14	1	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:	87	607	57	27	868	91	153	2	115	14	1	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2863	37	1450	1450	47	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.02	0.30	0.06	0.05	0.05	0.08	0.01	0.02	0.02
Crit Volume:	87				434				115		31	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	491	10	22	76	11	17	19	545	326	31	548	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	10	22	76	11	17	19	545	326	31	548	60
User Adj:	1.00	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:	491	10	22	76	11	17	19	545	326	31	548	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	10	22	76	11	17	19	545	326	31	548	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	491	10	22	76	11	17	19	545	326	31	548	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2842	58	1450	1267	183	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.02	0.06	0.06	0.01	0.01	0.19	0.22	0.02	0.19	0.04
Crit Volume:		251			87			273		31		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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:	0	1	0	0	1	0	1	0	2	0	1	1
Volume Module:												
Base Vol:	81	2	44	6	2	81	68	856	70	51	1032	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	2	44	6	2	81	68	856	70	51	1032	3
User Adj:	1.00	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:	81	2	44	6	2	81	68	856	70	51	1032	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2	44	6	2	81	68	856	70	51	1032	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	2	44	6	2	81	68	856	70	51	1032	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1415	35	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.30	0.05	0.04	0.36	0.00
Crit Volume:		83				81	68				516	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	116	2	54	28	2	7	35	935	65	79	689	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	2	54	28	2	7	35	935	65	79	689	20
User Adj:	1.00	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:	116	2	54	28	2	7	35	935	65	79	689	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2	54	28	2	7	35	935	65	79	689	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	116	2	54	28	2	7	35	935	65	79	689	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.76	0.05	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2851	49	1450	1097	78	274	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.02	0.32	0.04	0.05	0.24	0.01
Crit Volume:	59					37		468		79		
Crit Moves:	****					****		****		****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	16	1327	77	46	1067	239	128	31	7	56	70	91
Growth Adj:	1.00	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	1327	77	46	1067	239	128	31	7	56	70	91
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1327	77	46	1067	0	128	31	7	56	70	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1327	77	46	1067	0	128	31	7	56	70	91
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:	16	1327	77	46	1067	0	128	31	7	56	70	91
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.05	0.03	0.37	0.00	0.09	0.02	0.00	0.04	0.05	0.06
Crit Volume:		664			46		128				70	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.572
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	155	883	148	125	955	171	35	14	51	183	16	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:	155	883	148	125	955	171	35	14	51	183	16	44
User Adj:	1.00	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:	155	883	148	125	955	171	35	14	51	183	16	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	883	148	125	955	171	35	14	51	183	16	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	155	883	148	125	955	171	35	14	51	183	16	44
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.10	0.09	0.33	0.12	0.02	0.01	0.04	0.13	0.01	0.03
Crit Volume:	155				478			14		183		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	84	1506	0	0	1318	124	71	0	55	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:	84	1506	0	0	1318	124	71	0	55	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1506	0	0	1318	124	71	0	55	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1506	0	0	1318	124	71	0	55	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:	84	1506	0	0	1318	124	71	0	55	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.50	0.00	0.00	0.44	0.08	0.05	0.00	0.04	0.00	0.00	0.00
Crit Volume:		753			0			71			0	
Crit Moves:		****			****			****				

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	160	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0	3	0	1	1	0	4	0	1	2	0	2	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	934	1358	66	121	1696	242	314	523	552	65	585	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	934	1358	66	121	1696	242	314	523	552	65	585	87
User Adj:	1.00	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:	934	1358	66	121	1696	242	314	523	552	65	585	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	934	1358	66	121	1696	242	314	523	552	65	585	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:	934	1358	66	121	1696	242	314	523	552	65	585	87
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.32	0.31	0.05	0.08	0.29	0.17	0.11	0.18	0.38	0.04	0.13	0.06
Crit Volume:	467				424		157				195	
Crit Moves:	****				****		****				****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap.(X):	0.565
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	1	1	0	0	1
Volume Module:												
Base Vol:	19	663	399	23	1969	56	18	8	53	180	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	663	399	23	1969	56	18	8	53	180	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	663	399	23	1969	56	18	8	53	180	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	663	399	23	1969	56	18	8	53	180	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	663	399	23	1969	56	18	8	53	180	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	0.69	0.31	1.00	1.97	0.03	1.00
Final Sat.:	1450	2900	1450	1450	4230	120	1004	446	1450	2852	48	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.28	0.02	0.47	0.47	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0				675				53		92	
Crit Moves:	****				****				****		****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	104	1219	66	33	1167	165	507	6	328	194	6	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1219	66	33	1167	165	507	6	328	194	6	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1219	66	33	1167	165	507	6	0	194	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1219	66	33	1167	165	507	6	0	194	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1219	66	33	1167	165	507	6	0	194	6	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2866	34	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.05	0.02	0.27	0.11	0.18	0.18	0.00	0.13	0.00	0.00
Crit Volume:	104				389		257			194		
Crit Moves:	****				****		****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.551
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2410	62	0	2115	0	0	0	0	23	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	2410	62	0	2115	0	0	0	0	23	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2410	62	0	2115	0	0	0	0	23	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2410	62	0	2115	0	0	0	0	23	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2410	62	0	2115	0	0	0	0	23	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.04	0.00	0.47	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		803			0			0		23		
Crit Moves:		****			****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap.(X):	0.841
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	143	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	27	428	455	574	1255	3	52	403	215	612	139	839
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	428	455	574	1255	3	52	403	215	612	139	839
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	27	428	455	574	1255	0	52	403	0	612	139	839
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	428	455	574	1255	0	52	403	0	612	139	839
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	27	428	455	574	1255	0	52	403	0	612	139	839
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.31	0.20	0.43	0.00	0.02	0.14	0.00	0.14	0.10	0.58
Crit Volume:	13			628			26					839
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	4	813	38	65	2042	0	15	3	1	143	3	182
Growth Adj:	1.00	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	813	38	65	2042	0	15	3	1	143	3	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	813	38	65	2042	0	15	3	1	143	3	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	813	38	65	2042	0	15	3	1	143	3	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	813	38	65	2042	0	15	3	1	143	3	182
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.67	0.33	1.00	1.96	0.04	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2500	500	1500	2938	62	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.03	0.04	0.45	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			681			9					182
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	250	1393	114	368	1651	402	234	346	106	366	1276	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1393	114	368	1651	402	234	346	106	366	1276	134
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1393	0	368	1651	0	234	346	106	366	1276	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1393	0	368	1651	0	234	346	106	366	1276	134
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1393	0	368	1651	0	234	346	106	366	1276	134
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.13	0.38	0.00	0.08	0.12	0.07	0.13	0.29	0.09
Crit Volume:	125			550			117			425		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	251	1487	93	16	2187	194	97	18	149	67	17	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	251	1487	93	16	2187	194	97	18	149	67	17	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	251	1487	93	16	2187	194	97	18	149	67	17	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	251	1487	93	16	2187	194	97	18	149	67	17	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	251	1487	93	16	2187	194	97	18	149	67	17	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.82	0.18	1.00	2.76	0.24	0.84	0.16	1.00	0.80	0.20	1.00
Final Sat.:	1450	4094	256	1450	3996	354	1223	227	1450	1157	293	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.36	0.36	0.01	0.55	0.55	0.08	0.08	0.10	0.06	0.06	0.02
Crit Volume:	251						794		115		84	
Crit Moves:	****						****		****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.990
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	342	667	715	173	1657	472	411	1367	108	713	1935	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	667	715	173	1657	472	411	1367	108	713	1935	104
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	342	667	0	173	1657	0	411	1367	0	713	1935	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	667	0	173	1657	0	411	1367	0	713	1935	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	342	667	0	173	1657	0	411	1367	0	713	1935	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.06	0.29	0.00	0.14	0.31	0.00	0.16	0.44	0.00
Crit Volume:	171			414			205			645		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap.(X):	0.596
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	44	1879	42	30	2104	51	33	0	23	23	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1879	42	30	2104	51	33	0	23	23	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1879	42	30	2104	51	33	0	23	23	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1879	42	30	2104	51	33	0	23	23	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1879	42	30	2104	51	33	0	23	23	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.93	0.07	1.00	2.93	0.07	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	1450	4255	95	1450	4247	103	854	0	596	725	0	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.50	0.50	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44			718			56			46		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	319	2339	65	81	2129	100	96	79	142	185	351	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	2339	65	81	2129	100	96	79	142	185	351	119
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	319	2339	0	81	2129	100	96	79	142	185	351	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	2339	0	81	2129	100	96	79	142	185	351	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	319	2339	0	81	2129	100	96	79	142	185	351	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4155	195	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.54	0.00	0.03	0.51	0.51	0.07	0.03	0.10	0.06	0.12	0.00
Crit Volume:	160			743			96			176		
Crit Moves:	****			****			****			****		

City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	75	1855	151	302	1835	154	255	54	123	316	68	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1855	151	302	1835	154	255	54	123	316	68	244
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	75	1855	0	302	1835	154	255	54	0	316	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1855	0	302	1835	154	255	54	0	316	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	75	1855	0	302	1835	154	255	54	0	316	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.00	0.10	0.42	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		618		151			85			105		
Crit Moves:		****		****			****			****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 137 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	1	1 0	1	0	2	0 1	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	164	1594		1	15	1904		262	89		0	137	2		1	1
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	164	1594		1	15	1904		262	89		0	137	2		1	1
User Adj:	1.00	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:	164	1594		1	15	1904		262	89		0	137	2		1	1
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	164	1594		1	15	1904		262	89		0	137	2		1	1
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	164	1594		1	15	1904		262	89		0	137	2		1	1
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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	1.99		0.01	1.00	2.00		1.00	1.00		0.00	1.00	0.67		0.33	1.00
Final Sat.:	1450	2898		2	1450	2900		1450	1450		0	1450	967		483	1450
Capacity Analysis Module:																
Vol/Sat:	0.11	0.55		0.55	0.01	0.66		0.18	0.06		0.00	0.09	0.00		0.00	0.00
Crit Volume:	164				952				89				3			
Crit Moves:	****					****			****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.004
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	3	0	3	0 1	2	0	4	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	590	906		31	1044	984		337	618	1706		799	228	1989		649
Growth Adj:	1.00	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	906		31	1044	984		337	618	1706		799	228	1989		649
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
PHF Volume:	590	906		0	1044	984		0	618	1706		0	228	1989		0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	590	906		0	1044	984		0	618	1706		0	228	1989		0
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		0.00
FinalVolume:	590	906		0	1044	984		0	618	1706		0	228	1989		0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	3.00	3.00		1.00	2.00	4.00		1.00	2.00	4.00		1.00
Final Sat.:	2900	4350		1450	4350	4350		1450	2900	5800		1450	2900	5800		1450
Capacity Analysis Module:																
Vol/Sat:	0.20	0.21		0.00	0.24	0.23		0.00	0.21	0.29		0.00	0.08	0.34		0.00
Crit Volume:		302				348				309				497		
Crit Moves:		****				****				****				****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	106	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	152	1154	4	11	1561	446	530	4	156	13	18	20
Growth Adj:	1.00	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	1154	4	11	1561	446	530	4	156	13	18	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1154	4	11	1561	446	530	4	156	13	18	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1154	4	11	1561	446	530	4	156	13	18	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	1154	4	11	1561	446	530	4	156	13	18	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.03	0.97	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	36	1414	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.01	0.54	0.31	0.18	0.11	0.11	0.01	0.01	0.01
Crit Volume:	76			781			265			18		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 0	0	1 0	0 1
Volume Module:												
Base Vol:	70	827	0	43	1226	292	227	15	59	18	7	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:	70	827	0	43	1226	292	227	15	59	18	7	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	827	0	43	1226	292	227	15	59	18	7	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	827	0	43	1226	292	227	15	59	18	7	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	827	0	43	1226	292	227	15	59	18	7	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.62	0.38	1.51	0.10	0.39	0.72	0.28	1.00
Final Sat.:	1450	2900	0	1450	2342	558	2187	145	568	1044	406	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.03	0.52	0.52	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	70					759		151				58
Crit Moves:	****					****		****				****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	685	420	862	870	0	0	0	0	672	0	593
Growth Adj:	1.00	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	685	420	862	870	0	0	0	0	672	0	593
User Adj:	1.00	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	685	420	862	870	0	0	0	0	672	0	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	420	862	870	0	0	0	0	672	0	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	685	420	862	870	0	0	0	0	672	0	593
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.28	0.29	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.40
Crit Volume:			420	431			0			336		
Crit Moves:			****	****						****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	89	723	39	25	1106	105	123	16	76	101	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	723	39	25	1106	105	123	16	76	101	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	723	39	25	1106	105	123	16	76	101	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	723	39	25	1106	105	123	16	76	101	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	723	39	25	1106	105	123	16	76	101	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.83	0.17	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2846	154	1500	2740	260	1327	173	1500	1403	97	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	89				606			139		101		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	8	9	156	9	55	25	396	7	9	1111	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	8	9	156	9	55	25	396	7	9	1111	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	8	9	156	9	55	25	396	7	9	1111	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	8	9	156	9	55	25	396	7	9	1111	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	8	9	156	9	55	25	396	7	9	1111	409
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.38	0.62	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	577	923	1500	1418	82	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.04	0.02	0.13	0.00	0.01	0.37	0.27
Crit Volume:		13		156			25				556	
Crit Moves:	****			****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.566
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	35	0	74	0	0	0	0	579	26	206	1627	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:	35	0	74	0	0	0	0	579	26	206	1627	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	74	0	0	0	0	579	26	206	1627	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	74	0	0	0	0	579	26	206	1627	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:	35	0	74	0	0	0	0	579	26	206	1627	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.19	0.02	0.14	0.54	0.00
Crit Volume:	35				0			0			814	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	53	0	1131	476	1326	0	0	1306	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	53	0	1131	476	1326	0	0	1306	102
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	53	0	1131	476	1326	0	0	1306	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	53	0	1131	476	1326	0	0	1306	102
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	53	0	1131	476	1326	0	0	1306	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.38	0.16	0.44	0.00	0.00	0.44	0.07
Crit Volume:	0					566	0				653	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.663
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	165	195	71	41	100	52	29	370	77	206	1183	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	195	71	41	100	52	29	370	77	206	1183	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	195	71	41	100	52	29	370	77	206	1183	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	195	71	41	100	52	29	370	77	206	1183	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	195	71	41	100	52	29	370	77	206	1183	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.73	0.27	1.00	0.66	0.34	1.00	1.66	0.34	1.00	1.92	0.08
Final Sat.:	1450	1063	387	1450	954	496	1450	2400	500	1450	2789	111
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.03	0.10	0.10	0.02	0.15	0.15	0.14	0.42	0.42
Crit Volume:	165						152	29			615	
Crit Moves:	****						****	****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	5	5	43	45	4	21	34	516	8	98	1526	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:	5	5	43	45	4	21	34	516	8	98	1526	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	5	43	45	4	21	34	516	8	98	1526	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	5	43	45	4	21	34	516	8	98	1526	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	5	43	45	4	21	34	516	8	98	1526	64
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.01	0.02	0.18	0.01	0.07	0.53	0.04
Crit Volume:			5			45			34			763
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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:	Ovl			Ovl			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 1	0	1	0 1	0
Volume Module:												
Base Vol:	21	16	117	11	9	23	38	622	103	151	1752	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	16	117	11	9	23	38	622	103	151	1752	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	16	117	11	9	23	38	622	103	151	1752	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	16	117	11	9	23	38	622	103	151	1752	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	16	117	11	9	23	38	622	103	151	1752	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.55	0.45	1.00	1.00	1.72	0.28	1.00	1.98	0.02
Final Sat.:	823	627	1450	798	653	1450	1450	2488	412	1450	2877	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.01	0.01	0.02	0.03	0.25	0.25	0.10	0.61	0.61
Crit Volume:			37			20			38			883
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	78	0	6	10	524	0	0	1552	67
Growth Adj:	1.00	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	78	0	6	10	524	0	0	1552	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	6	10	524	0	0	1552	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	6	10	524	0	0	1552	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	78	0	6	10	524	0	0	1552	67
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.93	0.00	0.07	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1393	0	107	1500	3000	0	0	2876	124
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.17	0.00	0.00	0.54	0.54
Crit Volume:	0					84	10					810
Crit Moves:						****	****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.957
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	1019	544	1	3	1008	871	335	2	368	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1019	544	1	3	1008	871	335	2	368	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1019	544	1	3	1008	871	335	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1019	544	1	3	1008	871	335	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1019	544	1	3	1008	871	335	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.35	0.19	0.19	0.00	0.35	0.60	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	510					871		0				7
Crit Moves:	****					****		****				****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	46	237	59	167	288	807	410	255	26	188	988	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	237	59	167	288	807	410	255	26	188	988	169
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	237	0	167	288	0	410	255	0	188	988	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	237	0	167	288	0	410	255	0	188	988	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	237	0	167	288	0	410	255	0	188	988	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.00	0.06	0.10	0.00	0.14	0.09	0.00	0.06	0.34	0.00
Crit Volume:		119			84			205			494	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	485	593	123	151	767	180	209	598	613	197	629	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	593	123	151	767	180	209	598	613	197	629	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	593	123	151	767	180	209	598	613	197	629	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	593	123	151	767	180	209	598	613	197	629	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	593	123	151	767	180	209	598	613	197	629	117
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.08	0.05	0.18	0.12	0.14	0.21	0.42	0.14	0.22	0.08
Crit Volume:		0			256				613	197		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.631
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	335	525	130	8	683	104	79	248	480	194	430	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	525	130	8	683	104	79	248	480	194	430	80
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	335	525	0	8	683	104	79	248	0	194	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	335	525	0	8	683	104	79	248	0	194	430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	335	525	0	8	683	104	79	248	0	194	430	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3775	575	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.01	0.18	0.18	0.05	0.09	0.00	0.13	0.15	0.00
Crit Volume:	335			262			124			194		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap.(X):	0.402
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	105	0	56	0	0	0	0	731	124	133	808	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:	105	0	56	0	0	0	0	731	124	133	808	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	56	0	0	0	0	731	124	133	808	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	56	0	0	0	0	731	124	133	808	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:	105	0	56	0	0	0	0	731	124	133	808	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.24	0.08	0.09	0.27	0.00
Crit Volume:	105			0			366			133		
Crit Moves:	****						****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				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	2	1 0	1	0	3	0 1	1	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	87	659	56		235	735	123		220	14	97		152	20	374	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	87	659	56		235	735	123		220	14	97		152	20	374	
User Adj:	1.00	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:	87	659	56		235	735	123		220	14	97		152	20	374	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	87	659	56		235	735	123		220	14	97		152	20	374	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	87	659	56		235	735	123		220	14	97		152	20	374	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	2.77	0.23		1.00	3.00	1.00		1.88	0.12	1.00		0.88	0.12	1.00	
Final Sat.:	1450	4009	341		1450	4350	1450		2726	174	1450		1281	169	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.16	0.16		0.16	0.17	0.08		0.08	0.08	0.07		0.12	0.12	0.26	
Crit Volume:			238		235					117				172		
Crit Moves:			****		****					****				****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.599
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 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	3	0 1	1	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	738	80		405	816	0		0	0	0		50	0	248	
Growth Adj:	1.00	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	738	80		405	816	0		0	0	0		50	0	248	
User Adj:	1.00	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	738	80		405	816	0		0	0	0		50	0	248	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	738	80		405	816	0		0	0	0		50	0	248	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	738	80		405	816	0		0	0	0		50	0	248	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		2.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		3000	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.16	0.05		0.27	0.18	0.00		0.00	0.00	0.00		0.02	0.00	0.17	
Crit Volume:		246			405					0					248	
Crit Moves:		****			****										****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	81	667	72	248	1224	75	98	21	76	152	14	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	667	72	248	1224	75	98	21	76	152	14	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	81	667	72	248	1224	75	98	21	76	152	14	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	667	72	248	1224	75	98	21	76	152	14	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	667	72	248	1224	75	98	21	76	152	14	398
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	3.00	1.00	0.82	0.18	1.00	0.92	0.08	1.00
Final Sat.:	1450	2617	283	1450	4350	1450	1194	256	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.17	0.28	0.05	0.08	0.08	0.05	0.11	0.11	0.27
Crit Volume:		370		248				119			166	
Crit Moves:		****		****				****			****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	5	6	1	8	3	496	14	10	233	15
Growth Adj:	1.00	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	1	5	6	1	8	3	496	14	10	233	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	6	1	8	3	496	14	10	233	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	6	1	8	3	496	14	10	233	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	6	1	8	3	496	14	10	233	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.40	0.07	0.53	1.00	1.95	0.05	1.00	1.88	0.12
Final Sat.:	363	181	906	580	97	773	1450	2820	80	1450	2725	175
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.18	0.18	0.01	0.09	0.09
Crit Volume:		8				15			255	10		
Crit Moves:		****				****			****	****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	0	1	0	0	1	1	0	0
Volume Module:												
Base Vol:	5	0	13	131	0	219	83	334	2	5	589	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	131	0	219	83	334	2	5	589	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	131	0	219	83	334	2	5	589	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	131	0	219	83	334	2	5	589	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	13	131	0	219	83	334	2	5	589	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1450	0	1450	1450	0	1450	1450	2883	17	1450	2624	276
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.15	0.06	0.12	0.12	0.00	0.22	0.22
Crit Volume:	5					219	83				326	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.964
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	638	1637	682	150	1033	161	200	344	630	848	303	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	638	1637	682	150	1033	161	200	344	630	848	303	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	638	1637	682	150	1033	161	200	344	630	848	303	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	638	1637	682	150	1033	161	200	344	630	848	303	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:	638	1637	682	150	1033	161	200	344	630	848	303	152
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.47	0.05	0.24	0.11	0.07	0.12	0.43	0.29	0.10	0.10
Crit Volume:	0				344				630	424		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	345	1328	970	24	1017	68	53	410	275	1227	764	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:	345	1328	970	24	1017	68	53	410	275	1227	764	33
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	345	1328	0	24	1017	0	53	410	0	1227	764	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1328	0	24	1017	0	53	410	0	1227	764	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	345	1328	0	24	1017	0	53	410	0	1227	764	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.00	0.01	0.23	0.00	0.02	0.14	0.00	0.28	0.53	0.00
Crit Volume:	173				339			27			764	
Crit Moves:	****				****			****			****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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:	Ignore			Ignore			Ignore			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	248	25	22	65	18	15	4	2374	9	94	2307	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	25	22	65	18	15	4	2374	9	94	2307	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	248	25	0	65	18	0	4	2374	0	94	2307	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	25	0	65	18	0	4	2374	0	94	2307	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	248	25	0	65	18	0	4	2374	0	94	2307	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.02	0.00	0.04	0.01	0.00	0.00	0.55	0.00	0.06	0.53	0.00
Crit Volume:	248				18			791			94	
Crit Moves:	****				****			****			****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	73	1570	257	96	938	25	14	14	35	334	28	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1570	257	96	938	25	14	14	35	334	28	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1570	257	96	938	25	14	14	35	334	28	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1570	257	96	938	25	14	14	35	334	28	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1570	257	96	938	25	14	14	35	334	28	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.34	0.66
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	489	961
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.18	0.07	0.22	0.02	0.01	0.01	0.02	0.12	0.06	0.06
Crit Volume:		523		96					35	167		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	147	271	78	119	41	16	259	11	404	377	73
Growth Adj:	1.00	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	147	271	78	119	41	16	259	11	404	377	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	147	271	78	119	41	16	259	11	404	377	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	147	271	78	119	41	16	259	11	404	377	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	147	271	78	119	41	16	259	11	404	377	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.19	0.05	0.08	0.03	0.01	0.09	0.01	0.28	0.13	0.05
Crit Volume:		147		78				130		404		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap.(X):	0.766
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	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:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	36	0	43	58	1429	0	0	2096	15
Growth Adj:	1.00	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	36	0	43	58	1429	0	0	2096	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	36	0	43	58	1429	0	0	2096	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	43	58	1429	0	0	2096	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	36	0	43	58	1429	0	0	2096	15
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.48	0.00	0.00	0.70	0.01
Crit Volume:	0					43	58				1048	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap.(X):	0.348
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	8	15	21	24	36	35	17	667	20	66	898	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	21	24	36	35	17	667	20	66	898	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	21	24	36	35	17	667	20	66	898	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	21	24	36	35	17	667	20	66	898	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	15	21	24	36	35	17	667	20	66	898	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.23	0.01	0.05	0.31	0.01
Crit Volume:		15			24			17			449	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	60	0	23	11	1424	0	0	2056	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	23	11	1424	0	0	2056	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	23	11	1424	0	0	2056	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	23	11	1424	0	0	2056	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	23	11	1424	0	0	2056	83
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1084	0	416	1500	3000	0	0	2884	116
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.47	0.00	0.00	0.71	0.71
Crit Volume:	0					83	11				1070	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.196
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	567	1028	980	413	1127	41	43	1712	725	885	1932	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	567	1028	980	413	1127	41	43	1712	725	885	1932	259
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	567	1028	0	413	1127	0	43	1712	0	885	1932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	567	1028	0	413	1127	0	43	1712	0	885	1932	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	567	1028	0	413	1127	0	43	1712	0	885	1932	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.00	0.14	0.26	0.00	0.01	0.39	0.00	0.31	0.44	0.00
Crit Volume:		514			207			571		443		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap.(X):	0.693
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	108	0	6	12	1325	0	0	1839	246
Growth Adj:	1.00	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	108	0	6	12	1325	0	0	1839	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	6	12	1325	0	0	1839	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	6	12	1325	0	0	1839	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	108	0	6	12	1325	0	0	1839	246
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.44	0.00	0.00	0.61	0.16
Crit Volume:		0		108			12				920	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	335	2701		36		84	2370		292	466	6	436	172	5	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	335	2701		36		84	2370		292	466	6	436	172	5	167
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	335	2701		0		84	2370		0	466	6	0	172	5	0
Reduct Vol:	0	0		0		0	0		0	0	0	0	0	0	0
Reduced Vol:	335	2701		0		84	2370		0	466	6	0	172	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	335	2701		0		84	2370		0	466	6	0	172	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800		0		2900	4350		1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47	0.00	0.03	0.54	0.00	0.16	0.00	0.00	0.06	0.00	0.00			
Crit Volume:	168				790		233				5				
Crit Moves:	****				****		****				****				

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2 0	1	2	0	3 0	1	2	0	3 0	1
Volume Module:												
Base Vol:	185	511	355	109	1093	324	158	1900	109	456	2158	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	511	355	109	1093	324	158	1900	109	456	2158	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	185	511	0	109	1093	324	158	1900	109	456	2158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	511	0	109	1093	324	158	1900	109	456	2158	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	185	511	0	109	1093	324	158	1900	109	456	2158	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.04	0.25	0.22	0.05	0.44	0.08	0.16	0.37	0.00
Crit Volume:	93				364			633		228		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
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	0 0	1	0	0	0 0	0	0	2 1	0	1 0
Volume Module:												
Base Vol:	6	0	247	0	0	0	0	1844	181	166	2608	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:	6	0	247	0	0	0	0	1844	181	166	2608	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	247	0	0	0	0	1844	181	166	2608	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	247	0	0	0	0	1844	181	166	2608	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:	6	0	247	0	0	0	0	1844	181	166	2608	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.73	0.27	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4098	402	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.45	0.45	0.11	0.58	0.00
Crit Volume:			247	0			0			869		
Crit Moves:			****				****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	150	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	287	663	410	383	823	227	141	1290	177	488	1774	283
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	663	410	383	823	227	141	1290	177	488	1774	283
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	287	663	0	383	823	0	141	1290	0	488	1774	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	663	0	383	823	0	141	1290	0	488	1774	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	287	663	0	383	823	0	141	1290	0	488	1774	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.23	0.00	0.13	0.28	0.00	0.05	0.30	0.00	0.17	0.41	0.00
Crit Volume:	144			412			430			244		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	3	810	96	77	1567	14	12	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	810	96	77	1567	14	12	8	6	52	6	62
User Adj:	1.00	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:	3	810	96	77	1567	14	12	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	810	96	77	1567	14	12	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	810	96	77	1567	14	12	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2593	307	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.55	0.55	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	3			791			20			58		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.499
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	816	92	154	1488	0	0	0	0	4	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	816	92	154	1488	0	0	0	0	4	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	816	92	154	1488	0	0	0	0	4	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	816	92	154	1488	0	0	0	0	4	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	816	92	154	1488	0	0	0	0	4	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2696	304	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.10	0.50	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0				744			0		4		
Crit Moves:	****				****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1	0	1	0 2	0	1	0 1	0	1	0 0 1
Volume Module:												
Base Vol:	50	807	43	47	1350	32	6	21	125	152	23	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	807	43	47	1350	32	6	21	125	152	23	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	807	43	47	1350	0	6	21	125	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	807	43	47	1350	0	6	21	125	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	807	43	47	1350	0	6	21	125	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2753	147	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.47	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0				675				125		175	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.269
Loss Time (sec):	0	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	0	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	247	0	30	26	249	0	1	262	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	247	0	30	26	249	0	1	262	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	247	0	30	26	249	0	1	262	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	247	0	30	26	249	0	1	262	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	247	0	30	26	249	0	1	262	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:		0		247			26				131	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec):	100	Critical Vol./Cap.(X):	0.805
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	117	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	60	0	90	0	0	0	0	2201	250	384	1878	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:	60	0	90	0	0	0	0	2201	250	384	1878	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	90	0	0	0	0	2201	250	384	1878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	90	0	0	0	0	2201	250	384	1878	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:	60	0	90	0	0	0	0	2201	250	384	1878	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.17	0.26	0.42	0.00
Crit Volume:			90		0			734		384		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	14	3	11	239	5	306	94	2694	7	40	2372	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	3	11	239	5	306	94	2694	7	40	2372	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	3	11	239	5	306	94	2694	7	40	2372	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	3	11	239	5	306	94	2694	7	40	2372	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	3	11	239	5	306	94	2694	7	40	2372	296
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.65	0.35	1.00	1.96	0.04	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2388	512	1450	2841	59	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.21	0.06	0.62	0.00	0.03	0.55	0.20
Crit Volume:	9					306		898		40		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	5	2	11	1100	3	304	184	2093	3	15	1931	693
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	2	11	1100	3	304	184	2093	3	15	1931	693
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	11	1100	3	304	184	2093	3	15	1931	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	2	11	1100	3	304	184	2093	3	15	1931	693
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2	11	1100	3	304	184	2093	3	15	1931	693
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	0.29	1.00	2.99	0.01	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1071	429	1500	4488	12	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.25	0.25	0.20	0.12	0.47	0.00	0.01	0.43	0.46
Crit Volume:			11			368		184				693
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.915
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	630	102	306	36	181	227	66	2298	731	246	2459	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:	630	102	306	36	181	227	66	2298	731	246	2459	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	630	102	0	36	181	227	66	2298	0	246	2459	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	630	102	0	36	181	227	66	2298	0	246	2459	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	630	102	0	36	181	227	66	2298	0	246	2459	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.58	0.42	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3744	606	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.06	0.16	0.02	0.53	0.00	0.08	0.57	0.02
Crit Volume:	244					227		766		123		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap.(X): 0.811
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	211	85	264	5	179	80	35	2886	160	254	2247	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	85	264	5	179	80	35	2886	160	254	2247	96
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	211	85	0	5	179	0	35	2886	0	254	2247	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	85	0	5	179	0	35	2886	0	254	2247	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	211	85	0	5	179	0	35	2886	0	254	2247	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.43	0.57	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2067	833	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.00	0.12	0.00	0.01	0.50	0.00	0.09	0.39	0.00
Crit Volume:		148			179			722		127		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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				Protected			
Rights:		Ovl				Ovl				Ovl				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	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0		113	0	446		607	1837		2	7	2118		133
Growth Adj:	1.00	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	0	0		113	0	446		607	1837		2	7	2118		133
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	2	0	0		113	0	446		607	1837		2	7	2118		133
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	2	0	0		113	0	446		607	1837		2	7	2118		133
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	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	0	0		113	0	446		607	1837		2	7	2118		133
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00	1.00		2.00	0.00	2.00		2.00	2.99		0.01	1.00	3.00		1.00
Final Sat.:	1450	1450	1450		2900	0	2900		2900	4345		5	1450	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.04	0.00	0.15		0.21	0.42		0.42	0.00	0.49		0.09
Crit Volume:	2				57				304					706		
Crit Moves:	****				****				****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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:		Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	387	325	126		494	360	139		223	2367		345	239	2179		748
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	387	325	126		494	360	139		223	2367		345	239	2179		748
User Adj:	1.00	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:	387	325	126		494	360	139		223	2367		345	239	2179		748
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	387	325	126		494	360	139		223	2367		345	239	2179		748
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	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:	387	325	126		494	360	139		223	2367		345	239	2179		748
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00		1.00	2.00	3.00		1.00
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800		1450	2900	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.13	0.07	0.09		0.17	0.08	0.10		0.08	0.41		0.24	0.08	0.50		0.52
Crit Volume:		108				247				112				726		
Crit Moves:		****				****				****				****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	19	1	28	90	1	150	170	3038	41	34	2447	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	28	90	1	150	170	3038	41	34	2447	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	1	0	90	1	0	170	3038	0	34	2447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	90	1	0	170	3038	0	34	2447	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	1	0	90	1	0	170	3038	0	34	2447	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	1.98	0.02	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1378	73	1450	2868	32	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.06	0.52	0.00	0.02	0.42	0.00
Crit Volume:		20			46			760			34	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	2129	156	118	1768	0	0	0	0	77	0	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:	0	2129	156	118	1768	0	0	0	0	77	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:	1.00	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	2129	156	118	1768	0	0	0	0	77	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2129	156	118	1768	0	0	0	0	77	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2129	156	118	1768	0	0	0	0	77	0	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.10	0.08	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		710			118			0			77	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	477	531	86	485	824	37	37	571	508	189	432	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	531	86	485	824	37	37	571	508	189	432	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	477	531	86	485	824	37	37	571	508	189	432	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	531	86	485	824	37	37	571	508	189	432	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	477	531	86	485	824	37	37	571	508	189	432	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.18	0.06	0.17	0.19	0.03	0.03	0.20	0.35	0.13	0.15	0.08
Crit Volume:		265			242			286		189		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	216	1684	8	11	1843	60	150	27	253	5	13	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:	216	1684	8	11	1843	60	150	27	253	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1684	8	11	1843	60	150	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1684	8	11	1843	60	150	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1684	8	11	1843	60	150	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2458	442	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.01	0.01	0.42	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	216				614			89				24
Crit Moves:	****				****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	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	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	58	0	53		0	0	0		0	1184	147		103	975	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:	58	0	53		0	0	0		0	1184	147		103	975	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	0	53		0	0	0		0	1184	147		103	975	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	0	53		0	0	0		0	1184	147		103	975	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:	58	0	53		0	0	0		0	1184	147		103	975	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.04		0.00	0.00	0.00		0.00	0.39	0.10		0.07	0.33	0.00	
Crit Volume:	58						0			592			103			
Crit Moves:	****									****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.609
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ignore				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	3	0 1	2	0	2	1 0	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	28	1498	123		317	1823	5		107	189	133		36	21	191	
Growth Adj:	1.00	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	1498	123		317	1823	5		107	189	133		36	21	191	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	28	1498	0		317	1823	5		107	189	133		36	21	191	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	1498	0		317	1823	5		107	189	133		36	21	191	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	28	1498	0		317	1823	5		107	189	133		36	21	191	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		2900	4338	12		1450	1450	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.34	0.00		0.11	0.42	0.42		0.07	0.13	0.09		0.02	0.01	0.13	
Crit Volume:		499				159				189			36			
Crit Moves:		****				****				****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	108	1891	0	0	1602	243	359	0	318	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:	108	1891	0	0	1602	243	359	0	318	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	108	1891	0	0	1602	243	359	0	318	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1891	0	0	1602	243	359	0	318	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:	108	1891	0	0	1602	243	359	0	318	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.00	0.00	0.36	0.16	0.12	0.00	0.21	0.00	0.00	0.00
Crit Volume:		630		0					318	0		
Crit Moves:		****		****					****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	762	1260	31	249	1661	78	112	363	754	45	214	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:	762	1260	31	249	1661	78	112	363	754	45	214	64
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	762	1260	0	249	1661	0	112	363	0	45	214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	1260	0	249	1661	0	112	363	0	45	214	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	762	1260	0	249	1661	0	112	363	0	45	214	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.26	0.29	0.00	0.09	0.38	0.00	0.04	0.13	0.00	0.02	0.07	0.00
Crit Volume:	381				554			182		23		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1.0	0 0
Volume Module:												
Base Vol:	111	1192	19	5	1360	12	5	7	105	30	8	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1192	19	5	1360	12	5	7	105	30	8	1
User Adj:	1.00	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:	111	1192	19	5	1360	12	5	7	105	30	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1192	19	5	1360	12	5	7	105	30	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	111	1192	19	5	1360	12	5	7	105	30	8	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.42	0.58	1.00	0.77	0.20	0.03
Final Sat.:	1450	2900	1450	1450	2900	1450	604	846	1450	1115	297	37
Capacity Analysis Module:												
Vol/Sat:	0.08	0.41	0.01	0.00	0.47	0.01	0.01	0.01	0.07	0.03	0.03	0.03
Crit Volume:	111				680				105		39	
Crit Moves:	****				****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	0 1
Volume Module:												
Base Vol:	114	786	31	27	1149	24	22	3	82	16	3	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	786	31	27	1149	24	22	3	82	16	3	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	786	31	27	1149	24	22	3	82	16	3	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	786	31	27	1149	24	22	3	82	16	3	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	786	31	27	1149	24	22	3	82	16	3	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.88	0.12	1.00	0.84	0.16	1.00
Final Sat.:	1450	2790	110	1450	2841	59	1276	174	1450	1221	229	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.02	0.40	0.40	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	114				587			25			19	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1	411	137	326	1097	213	42	1001	4	62	859	258
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	411	137	326	1097	213	42	1001	4	62	859	258
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	411	0	326	1097	0	42	1001	0	62	859	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	411	0	326	1097	0	42	1001	0	62	859	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	411	0	326	1097	0	42	1001	0	62	859	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.14	0.00	0.11	0.38	0.00	0.01	0.35	0.00	0.02	0.30	0.00
Crit Volume:	0			549			500			31		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	43	6	6	13	79	256	36	825	62	38	635	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	6	6	13	79	256	36	825	62	38	635	10
User Adj:	1.00	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:	43	6	6	13	79	256	36	825	62	38	635	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	6	6	13	79	256	36	825	62	38	635	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	6	6	13	79	256	36	825	62	38	635	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.11	0.11	0.14	0.86	1.00	1.00	1.86	0.14	1.00	1.97	0.03
Final Sat.:	1134	158	158	205	1245	1450	1450	2697	203	1450	2855	45
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.18	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:	55			256			444			38		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.746
Loss Time (sec): 9 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			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	270	349	320	519	0	0	0	0	463	0	436
Growth Adj:	1.00	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	270	349	320	519	0	0	0	0	463	0	436
User Adj:	1.00	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	270	349	320	519	0	0	0	0	463	0	436
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	270	349	320	519	0	0	0	0	463	0	436
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	270	349	320	519	0	0	0	0	463	0	436
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.03	0.00	0.97
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1545	0	1455
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.35	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Volume:			349	320					0	449		
Crit Moves:			****	****						****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap.(X): 0.328
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	2 0	1	1	0 2 0
Volume Module:												
Base Vol:	7	1	12	13	0	128	176	435	23	12	303	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:	7	1	12	13	0	128	176	435	23	12	303	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:	7	1	12	13	0	128	176	435	23	12	303	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	12	13	0	128	176	435	23	12	303	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:	7	1	12	13	0	128	176	435	23	12	303	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.05	0.60	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	508	73	870	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:			20			128	176				152	
Crit Moves:		****				****	****				****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0 1.0	0 0	1
Volume Module:												
Base Vol:	112	1006	0	2	1015	64	25	0	49	0	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1006	0	2	1015	64	25	0	49	0	0	1
User Adj:	1.00	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:	112	1006	0	2	1015	64	25	0	49	0	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1006	0	2	1015	64	25	0	49	0	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	112	1006	0	2	1015	64	25	0	49	0	0	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	0	1500	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.07	0.34	0.00	0.00	0.34	0.04	0.02	0.00	0.03	0.00	0.00	0.00
Crit Volume:	112				508				49	0		
Crit Moves:	****				****				****	****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	2	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	232	776	3	1	833	173	190	2	233	3	5	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	776	3	1	833	173	190	2	233	3	5	3
User Adj:	1.00	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:	232	776	3	1	833	173	190	2	233	3	5	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	776	3	1	833	173	190	2	233	3	5	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	232	776	3	1	833	173	190	2	233	3	5	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	0.01	0.99	0.38	0.62	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	3000	13	1487	563	938	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.26	0.00	0.00	0.28	0.12	0.06	0.16	0.16	0.01	0.01	0.00
Crit Volume:	232				417			235		3		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	104	1141	32	206	1481	207	96	535	486	44	379	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1141	32	206	1481	207	96	535	486	44	379	225
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1141	0	206	1481	0	96	535	0	44	379	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1141	0	206	1481	0	96	535	0	44	379	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1141	0	206	1481	0	96	535	0	44	379	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.07	0.34	0.00	0.07	0.18	0.00	0.02	0.13	0.00
Crit Volume:	52			494			96			190		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	183	1299	59	106	1436	55	203	12	336	127	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	1299	59	106	1436	55	203	12	336	127	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	1299	59	106	1436	55	203	12	336	127	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	1299	59	106	1436	55	203	12	336	127	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	1299	59	106	1436	55	203	12	336	127	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4161	189	1450	4190	160	2738	162	1450	1406	44	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.34	0.34	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	183			497			336		131			
Crit Moves:	****			****			****		****			

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	352	1809	71	52	2073	334	263	93	157	56	134	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	1809	71	52	2073	334	263	93	157	56	134	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	1809	71	52	2073	334	263	93	157	56	134	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	1809	71	52	2073	334	263	93	157	56	134	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	352	1809	71	52	2073	334	263	93	157	56	134	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.54	0.54	0.92	0.53	1.27	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2224	787	1339	770	1842	289
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.04	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	176			691			171			106		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	266	1021	13	4	982	61	90	7	467	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1021	13	4	982	61	90	7	467	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1021	13	4	982	61	90	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1021	13	4	982	61	90	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1021	13	4	982	61	90	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2784	216	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			491			49			18		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	310	1128	265	78	868	45	71	403	179	212	298	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	310	1128	265	78	868	45	71	403	179	212	298	15
User Adj:	1.00	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:	310	1128	265	78	868	45	71	403	179	212	298	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	310	1128	265	78	868	45	71	403	179	212	298	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	310	1128	265	78	868	45	71	403	179	212	298	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1381	69
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.18	0.03	0.20	0.03	0.05	0.14	0.12	0.07	0.22	0.22
Crit Volume:	155			289			202			313		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	493	1540	308	68	1101	36	35	84	323	386	125	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	493	1540	308	68	1101	36	35	84	323	386	125	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	493	1540	308	68	1101	36	35	84	323	386	125	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	493	1540	308	68	1101	36	35	84	323	386	125	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	493	1540	308	68	1101	36	35	84	323	386	125	124
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.59	0.59
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2643	857	850
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.21	0.02	0.25	0.02	0.02	0.06	0.22	0.15	0.15	0.15
Crit Volume:	247			367			84			212		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	23	1267	31	13	948	295	316	17	39	33	15	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1267	31	13	948	295	316	17	39	33	15	17
User Adj:	1.00	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:	23	1267	31	13	948	295	316	17	39	33	15	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1267	31	13	948	295	316	17	39	33	15	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	23	1267	31	13	948	295	316	17	39	33	15	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.47	0.53
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	680	770
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.22	0.20	0.22	0.04	0.04	0.01	0.02	0.02
Crit Volume:		422		13			316				32	
Crit Moves:		****		****			****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	39	1411	63	6	1772	50	62	13	66	38	18	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1411	63	6	1772	50	62	13	66	38	18	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1411	63	6	1772	50	62	13	66	38	18	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1411	63	6	1772	50	62	13	66	38	18	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	1411	63	6	1772	50	62	13	66	38	18	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.19	0.81
Final Sat.:	1500	2872	128	1500	2918	82	1500	1500	1500	1500	287	1213
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.61	0.61	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	39					911	62				94	
Crit Moves:	****					****	****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.916
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	36	2048	59	7	2245	208	25	0	254	257	0	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	2048	59	7	2245	208	25	0	254	257	0	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	2048	59	7	2245	208	25	0	254	257	0	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	2048	59	7	2245	208	25	0	254	257	0	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	36	2048	59	7	2245	208	25	0	254	257	0	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	1.00	2.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4228	122	1450	3981	369	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.48	0.48	0.00	0.56	0.56	0.02	0.00	0.18	0.18	0.00	0.02
Crit Volume:	0					818			254	257		
Crit Moves:	****					****			****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.703
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2064	37	36	2360	83	51	18	11	90	22	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2064	37	36	2360	83	51	18	11	90	22	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2064	37	36	2360	83	51	18	11	90	22	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2064	37	36	2360	83	51	18	11	90	22	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2064	37	36	2360	83	51	18	11	90	22	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.50	0.12	0.38
Final Sat.:	1500	4421	79	1500	4347	153	956	338	206	750	183	567
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.02	0.54	0.54	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	9					814			51			180
Crit Moves:	****					****			****			****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.613
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1532	38	85	1724	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1532	38	85	1724	0	0	0	0	49	0	60
User Adj:	1.00	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	1532	38	85	1724	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1532	38	85	1724	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1532	38	85	1724	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2927	73	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.06	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			785	85				0		49		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.457
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	801	11	277	876	0	0	0	0	3	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	801	11	277	876	0	0	0	0	3	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	801	11	277	876	0	0	0	0	3	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	801	11	277	876	0	0	0	0	3	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	801	11	277	876	0	0	0	0	3	0	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2959	41	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.18	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:			406	277				0		3		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	799	84	236	1678	19	1	3	4	236	4	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	799	84	236	1678	19	1	3	4	236	4	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	799	84	236	1678	19	1	3	4	236	4	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	799	84	236	1678	19	1	3	4	236	4	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	799	84	236	1678	19	1	3	4	236	4	289
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2624	276	1450	2868	32	181	544	725	1426	24	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.16	0.59	0.59	0.01	0.01	0.01	0.17	0.17	0.20
Crit Volume:	5					849		8			240	
Crit Moves:	****					****		****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 117 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	61	827	14	11	1830	75	65	1	27	81	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	827	14	11	1830	75	65	1	27	81	6	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	827	14	11	1830	75	65	1	27	81	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	827	14	11	1830	75	65	1	27	81	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	61	827	14	11	1830	75	65	1	27	81	6	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	1.00	0.93	0.07	1.00
Final Sat.:	1450	2900	1450	1450	2786	114	1428	22	1450	1350	100	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.01	0.01	0.66	0.66	0.05	0.05	0.02	0.06	0.06	0.02
Crit Volume:	61				953			66			87	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.452
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0 2.0	0 1	1.0	2.0	0 0	0.0	0.0	0 0	1.0	0.0	0 1
Volume Module:												
Base Vol:	0	471	170	29	1115	0	0	0	0	120	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	471	170	29	1115	0	0	0	0	120	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	471	170	29	1115	0	0	0	0	120	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	471	170	29	1115	0	0	0	0	120	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	471	170	29	1115	0	0	0	0	120	0	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.11	0.02	0.37	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:	0				558			0		120		
Crit Moves:	****				****					****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 131 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:		Ovl			Ovl			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	0 1	1	0 0	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	50	0	179	200	0	252	106	1189	77	449	1126	240
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	0	179	200	0	252	106	1189	77	449	1126	240
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	179	200	0	252	106	1189	77	449	1126	240
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	179	200	0	252	106	1189	77	449	1126	240
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	0	179	200	0	252	106	1189	77	449	1126	240
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.12	0.14	0.00	0.17	0.07	0.41	0.05	0.31	0.39	0.17
Crit Volume:		0			200			595		449		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap.(X):	0.650
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	241	886	28	15	1260	51	21	2	99	22	1	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:	241	886	28	15	1260	51	21	2	99	22	1	8
User Adj:	1.00	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:	241	886	28	15	1260	51	21	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	886	28	15	1260	51	21	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	241	886	28	15	1260	51	21	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	0.91	0.09	1.00	0.96	0.04	1.00
Final Sat.:	1450	2811	89	1450	2787	113	1324	126	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.32	0.32	0.01	0.45	0.45	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	241				656			23			23	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	45	657	8	40	1262	81	71	0	29	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	657	8	40	1262	81	71	0	29	15	3	19
User Adj:	1.00	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	657	8	40	1262	81	71	0	29	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	657	8	40	1262	81	71	0	29	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	657	8	40	1262	81	71	0	29	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2865	35	1450	2725	175	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.03	0.46	0.46	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	45					672	71					19
Crit Moves:	****					****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap.(X):	0.692
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	74	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	781	32	97	1228	63	31	11	24	49	13	387
Growth Adj:	1.00	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	781	32	97	1228	63	31	11	24	49	13	387
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	781	32	97	1228	63	31	11	24	49	13	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	781	32	97	1228	63	31	11	24	49	13	387
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	781	32	97	1228	63	31	11	24	49	13	387
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.90	0.10	0.74	0.26	1.00	1.58	0.42	1.00
Final Sat.:	1450	2786	114	1450	2758	142	1070	380	1450	2292	608	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.45	0.45	0.03	0.03	0.02	0.02	0.02	0.27
Crit Volume:	26					646		42				387
Crit Moves:	****					****		****				****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.474
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	90	288	21	20	937	14	6	0	92	37	0	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:	90	288	21	20	937	14	6	0	92	37	0	9
User Adj:	1.00	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:	90	288	21	20	937	14	6	0	92	37	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	288	21	20	937	14	6	0	92	37	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	288	21	20	937	14	6	0	92	37	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.86	0.14	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2703	197	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.01	0.32	0.01	0.00	0.00	0.06	0.03	0.00	0.01
Crit Volume:	90				468				92	37		
Crit Moves:	****				****				****	****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	83	0	470	0	0	0	0	1314	864	124	1905	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:	83	0	470	0	0	0	0	1314	864	124	1905	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	83	0	0	0	0	0	0	1314	0	124	1905	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	0	0	0	0	0	1314	0	124	1905	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	83	0	0	0	0	0	0	1314	0	124	1905	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.08	0.64	0.00
Crit Volume:	42			0			0			953		
Crit Moves:	****						****				****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.648
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	319	0	1074	72	585	520	0	757	175	573	1088	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	319	0	1074	72	585	520	0	757	175	573	1088	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	319	0	1074	72	585	0	0	757	175	573	1088	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	319	0	1074	72	585	0	0	757	175	573	1088	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	319	0	1074	72	585	0	0	757	175	573	1088	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.36	0.05	0.20	0.00	0.00	0.13	0.12	0.19	0.24	0.00
Crit Volume:			537	72			0			363		
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	868	0	253	0	1404	554	0	1664	1148
Growth Adj:	1.00	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	868	0	253	0	1404	554	0	1664	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	868	0	253	0	1404	0	0	1664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	868	0	253	0	1404	0	0	1664	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	868	0	253	0	1404	0	0	1664	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.16	0.00	0.44	0.00	0.00	0.52	0.00
Crit Volume:			0			434		0			832	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	1124	546	601	934	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	1124	546	601	934	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	1124	546	601	934	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1124	546	601	934	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	1124	546	601	934	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.36	0.20	0.31	
Crit Volume:			0			0			546	301		
Crit Moves:									****	****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	589	0	617	0	0	0	0	2402	596	0	2140	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	589	0	617	0	0	0	0	2402	596	0	2140	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	589	0	617	0	0	0	0	2402	0	0	2140	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	589	0	617	0	0	0	0	2402	0	0	2140	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	589	0	617	0	0	0	0	2402	0	0	2140	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.21	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.48	0.00
Crit Volume:			309	0				801		0		
Crit Moves:			****					****		****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.717
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	440	0	576	0	2565	285	0	2163	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	440	0	576	0	2565	285	0	2163	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	440	0	0	0	2565	0	0	2163	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	440	0	0	0	2565	0	0	2163	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	440	0	0	0	2565	0	0	2163	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.57	0.00	0.00	0.48	0.00
Crit Volume:			0	220				855		0		
Crit Moves:				****				****		****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.629
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	0	1566	232	0	831	0	0	0	0	898	0	422
Growth Adj:	1.00	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	1566	232	0	831	0	0	0	0	898	0	422
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1566	0	0	831	0	0	0	0	898	0	422
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1566	0	0	831	0	0	0	0	898	0	422
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1566	0	0	831	0	0	0	0	898	0	422
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.18	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Volume:		522		0			0					422
Crit Moves:		****		****								****

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap.(X):	0.857
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	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			Ignore			Ignore			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:	2	0	3 0	0	0	3	0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	1336	1746	0	0	1851	284	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1336	1746	0	0	1851	284	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1336	1746	0	0	1851	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1336	1746	0	0	1851	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1336	1746	0	0	1851	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.45	0.39	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	668				617		0				0	
Crit Moves:	****				****							

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec): 120 Critical Vol./Cap.(X): 0.820
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2847	452	561	1599	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2847	452	561	1599	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2847	0	561	1599	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2847	0	561	1599	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2847	0	561	1599	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.19	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		949		281			0				0	
Crit Moves:		****		****								

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec): 120 Critical Vol./Cap.(X): 0.958
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	183	469	610	687	0	306	358	1508	306	0	2716	295
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	469	610	687	0	306	358	1508	306	0	2716	295
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	469	0	687	0	306	358	1508	306	0	2716	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	469	0	687	0	306	358	1508	306	0	2716	295
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	469	0	687	0	306	358	1508	306	0	2716	295
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.00	1.23	2.00	1.66	0.34	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4013	0	1787	2900	2411	489	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.17	0.00	0.17	0.12	0.63	0.63	0.00	0.47	0.20
Crit Volume:		235		248				907		0		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	18	1	10	384	0	30	54	555	4	4	514	222
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	384	0	30	54	555	4	4	514	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	384	0	30	54	555	4	4	514	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	384	0	30	54	555	4	4	514	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:	18	1	10	384	0	30	54	555	4	4	514	222
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.40	0.60
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	2025	875
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.26	0.00	0.02	0.04	0.19	0.19	0.00	0.25	0.25
Crit Volume:		11		384			54					368
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.895
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1451	91	91	1508	0	0	372	193	84	0	481
Growth Adj:	1.00	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	1451	91	91	1508	0	0	372	193	84	0	481
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1451	0	91	1508	0	0	372	193	84	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1451	0	91	1508	0	0	372	193	84	0	481
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1451	0	91	1508	0	0	372	193	84	0	481
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.06	0.52	0.00	0.00	0.13	0.13	0.03	0.00	0.33
Crit Volume:		726		91			0					481
Crit Moves:	****			****			****					****

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	19	0	271	0	0	0	0	582	66	275	177	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:	19	0	271	0	0	0	0	582	66	275	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	271	0	0	0	0	582	66	275	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	271	0	0	0	0	582	66	275	177	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:	19	0	271	0	0	0	0	582	66	275	177	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.80	0.20	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2694	306	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.18	0.06	0.00
Crit Volume:	19			0			324			275		
Crit Moves:	****						****			****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap.(X): 0.686
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	128	484	0	0	1107	57	64	0	348	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	484	0	0	1107	57	64	0	348	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	484	0	0	1107	57	64	0	348	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	484	0	0	1107	57	64	0	348	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:	128	484	0	0	1107	57	64	0	348	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.16	0.00	0.00	0.37	0.04	0.04	0.00	0.23	0.00	0.00	0.00
Crit Volume:	128			554			348		0			
Crit Moves:	****			****			****					

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	47	642	0	251	1456	73	65	9	512	0	4	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:	47	642	0	251	1456	73	65	9	512	0	4	100
User Adj:	1.00	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:	47	642	0	251	1456	73	65	9	512	0	4	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	642	0	251	1456	73	65	9	512	0	4	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	47	642	0	251	1456	73	65	9	512	0	4	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.03	1.97	0.00	0.04	0.96
Final Sat.:	1500	3000	0	1500	3000	1500	1500	52	2948	0	58	1442
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.17	0.49	0.05	0.04	0.17	0.17	0.00	0.07	0.07
Crit Volume:	47			728			261		0			
Crit Moves:	****			****			****		****			

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.712
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	167	0	0	0	0	1691	0	74	3602	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	167	0	0	0	0	1691	0	74	3602	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	167	0	0	0	0	1691	0	74	3602	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	167	0	0	0	0	1691	0	74	3602	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	167	0	0	0	0	1691	0	74	3602	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.00	0.05	0.60	0.00
Crit Volume:			167	0			0				901	
Crit Moves:			****				****				****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	254	604	135	327	0	0	0	0	1096	0	445
Growth Adj:	1.00	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	254	604	135	327	0	0	0	0	1096	0	445
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	254	0	135	327	0	0	0	0	1096	0	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	254	0	135	327	0	0	0	0	1096	0	445
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	254	0	135	327	0	0	0	0	1096	0	445
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2134	0	866
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.09	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		127		135					0	770		
Crit Moves:		****		****						****		

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.445
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	42	0	654	0	0	0	0	31	15	1190	95	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:	42	0	654	0	0	0	0	31	15	1190	95	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	0	0	0	0	0	0	31	15	1190	95	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	0	0	0	0	0	31	15	1190	95	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	0	0	0	0	0	31	15	1190	95	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.40	0.06	0.00
Crit Volume:	42				0			31		595		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	12	95	69	167	77	110	259	428	10	115	1165	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	95	69	167	77	110	259	428	10	115	1165	320
User Adj:	1.00	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:	12	95	69	167	77	110	259	428	10	115	1165	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	95	69	167	77	110	259	428	10	115	1165	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	95	69	167	77	110	259	428	10	115	1165	320
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.07	0.05	0.12	0.05	0.08	0.18	0.10	0.01	0.08	0.27	0.22
Crit Volume:		95		167			259				388	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.770
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 99 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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	64	1609	23	161	1357	870	346	0	9	4	0	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1609	23	161	1357	870	346	0	9	4	0	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	1609	23	161	1357	870	346	0	9	4	0	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1609	23	161	1357	870	346	0	9	4	0	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1609	23	161	1357	870	346	0	9	4	0	343
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.02	0.11	0.31	0.60	0.12	0.00	0.01	0.00	0.00	0.24
Crit Volume:	64					870	0					343
Crit Moves:	****					****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.413
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	727	26	195	1310	0	0	0	0	85	0	256
Growth Adj:	1.00	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	727	26	195	1310	0	0	0	0	85	0	256
User Adj:	1.00	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	727	26	195	1310	0	0	0	0	85	0	256
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	727	26	195	1310	0	0	0	0	85	0	256
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	727	26	195	1310	0	0	0	0	85	0	256
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.02	0.07	0.29	0.00	0.00	0.00	0.00	0.03	0.00	0.17
Crit Volume:		364		0			0					256
Crit Moves:		****		****								****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.405
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1672	57	10	1335	0	0	0	0	30	0	10
Growth Adj:	1.00	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	1672	57	10	1335	0	0	0	0	30	0	10
User Adj:	1.00	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	1672	57	10	1335	0	0	0	0	30	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1672	57	10	1335	0	0	0	0	30	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1672	57	10	1335	0	0	0	0	30	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.75	0.00	0.25
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1125	0	375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.04	0.01	0.30	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		557		10			0					40
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	0 1	0 1	0 0	0 1	0 1	0 0	0 1
Volume Module:												
Base Vol:	331	0	167	0	0	0	0	12	81	67	9	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:	331	0	167	0	0	0	0	12	81	67	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	0	167	0	0	0	0	12	81	67	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	0	167	0	0	0	0	12	81	67	9	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:	331	0	167	0	0	0	0	12	81	67	9	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.88	0.12	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1322	178	1500
Capacity Analysis Module:												
Vol/Sat:	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.01	0.05	0.05	0.05	0.00
Crit Volume:	331			0					81		76	
Crit Moves:	****								****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.439
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	0 1	0 1	0 0	0 1	0 1	0 0	0 1
Volume Module:												
Base Vol:	86	165	53	4	132	13	8	16	125	16	343	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	165	53	4	132	13	8	16	125	16	343	325
User Adj:	1.00	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:	86	165	53	4	132	13	8	16	125	16	343	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	165	53	4	132	13	8	16	125	16	343	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	86	165	53	4	132	13	8	16	125	16	343	325
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.33	0.67	1.00	0.04	0.96	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	483	967	1450	65	1385	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.00	0.05	0.01	0.02	0.02	0.09	0.25	0.25	0.22
Crit Volume:	86				66				125		359	
Crit Moves:	****				****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 0 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			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	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	450	31	386	901	0	0	0	0	140	0	310
Growth Adj:	1.00	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	450	31	386	901	0	0	0	0	140	0	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	450	31	386	901	0	0	0	0	140	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	450	31	386	901	0	0	0	0	140	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	450	31	386	901	0	0	0	0	140	0	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.02	0.26	0.60	0.00	0.00	0.00	0.00	0.09	0.00	0.21
Crit Volume:	0			901			0					310
Crit Moves:	****			****								****

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 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			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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	75	0	906	471	2207	0	0	2168	97
Growth Adj:	1.00	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	75	0	906	471	2207	0	0	2168	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	75	0	0	471	2207	0	0	2168	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	75	0	0	471	2207	0	0	2168	97
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:	0	0	0	75	0	0	471	2207	0	0	2168	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.31	0.49	0.00	0.00	0.48	0.06
Crit Volume:				75			471				723	
Crit Moves:				****			****				****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
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	2	0 1	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	62	1411		0	35	1131		107	58		1	51	0		4	29
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	62	1411		0	35	1131		107	58		1	51	0		4	29
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	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:	62	1411		0	35	1131		107	58		1	51	0		4	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	62	1411		0	35	1131		107	58		1	51	0		4	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	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	0.00
FinalVolume:	62	1411		0	35	1131		107	58		1	51	0		4	0
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	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		0.02	0.98	0.00		1.00	1.00
Final Sat.:	1450	2900		1450	1450	2649		251	1450		28	1422	0		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.49		0.00	0.02	0.43		0.43	0.04		0.04	0.04	0.00		0.00	0.00
Crit Volume:		706			35				58						4	
Crit Moves:		****			****				****						****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.439
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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	1	0	0	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	25	1		30	45	0		0	0	948		15	18	1060		63
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	25	1		30	45	0		0	0	948		15	18	1060		63
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	25	1		30	45	0		0	0	948		15	18	1060		63
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	25	1		30	45	0		0	0	948		15	18	1060		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:	25	1		30	45	0		0	0	948		15	18	1060		63
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.96	0.04		1.00	1.00	0.00		0.00	1.00	1.97		0.03	1.00	1.89		0.11
Final Sat.:	1394	56		1450	1450	0		0	1450	2855		45	1450	2737		163
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02		0.02	0.03	0.00		0.00	0.00	0.33		0.33	0.01	0.39		0.39
Crit Volume:				30	45				0					562		
Crit Moves:			****	****					****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100	Critical Vol./Cap.(X):	0.207
Loss Time (sec):	0	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:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	52	0	0	0	0	415	2	51	254	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:	6	0	52	0	0	0	0	415	2	51	254	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	52	0	0	0	0	415	2	51	254	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	52	0	0	0	0	415	2	51	254	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:	6	0	52	0	0	0	0	415	2	51	254	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.08	0.00
Crit Volume:			52	0				208		51		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	436	993	0	0	1100	50	24	0	117	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:	436	993	0	0	1100	50	24	0	117	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	436	993	0	0	1100	50	24	0	117	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	436	993	0	0	1100	50	24	0	117	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:	436	993	0	0	1100	50	24	0	117	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.33	0.00	0.00	0.37	0.03	0.02	0.00	0.08	0.00	0.00	0.00
Crit Volume:	436				550				117	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap.(X):	0.732
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	85	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	234	2355	0	0	2812	179
Growth Adj:	1.00	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	0	0	0	234	2355	0	0	2812	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	234	2355	0	0	2812	179
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	234	2355	0	0	2812	179
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	234	2355	0	0	2812	179
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.37	0.00	0.00	0.59	0.11
Crit Volume:	0			0			234				937	
Crit Moves:							****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	1526	171	0	0	52	0	0	0	868	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:	1526	171	0	0	52	0	0	0	868	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1526	171	0	0	52	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1526	171	0	0	52	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1526	171	0	0	52	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.48	0.05	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	763				26		0				0	
Crit Moves:	****				****							

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	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			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	40	1075	147	317	600	4	3	9	16	50	24	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	1075	147	317	600	4	3	9	16	50	24	620
User Adj:	1.00	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:	40	1075	147	317	600	4	3	9	16	50	24	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	1075	147	317	600	4	3	9	16	50	24	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	1075	147	317	600	4	3	9	16	50	24	620
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.25	0.10	0.22	0.14	0.00	0.00	0.01	0.01	0.03	0.02	0.43
Crit Volume:		358		0			3					620
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.397
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	16	1219	72	42	637	3	5	11	23	104	8	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	1219	72	42	637	3	5	11	23	104	8	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1219	72	42	637	3	5	11	23	104	8	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1219	72	42	637	3	5	11	23	104	8	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1219	72	42	637	3	5	11	23	104	8	65
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.05	0.03	0.15	0.00	0.00	0.00	0.02	0.07	0.00	0.04
Crit Volume:		406		42					23	104		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	56	789	330	136	474	167	415	1577	14	330	1565	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:	56	789	330	136	474	167	415	1577	14	330	1565	313
User Adj:	1.00	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:	56	789	330	136	474	167	415	1577	14	330	1565	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	789	330	136	474	167	415	1577	14	330	1565	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	56	789	330	136	474	167	415	1577	14	330	1565	313
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.23	0.05	0.11	0.12	0.14	0.36	0.01	0.11	0.36	0.22
Crit Volume:		263			68			208			522	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	67	581	227	16	898	480	167	217	41	109	337	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	581	227	16	898	480	167	217	41	109	337	4
User Adj:	1.00	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:	67	581	227	16	898	480	167	217	41	109	337	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	581	227	16	898	480	167	217	41	109	337	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	67	581	227	16	898	480	167	217	41	109	337	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.16	0.01	0.21	0.33	0.12	0.15	0.03	0.08	0.23	0.00
Crit Volume:	67					480	167				337	
Crit Moves:	****					****	****				****	

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.571
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	46	889	232	31	963	110	38	76	4	423	159	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:	46	889	232	31	963	110	38	76	4	423	159	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	889	232	31	963	110	38	76	4	423	159	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	889	232	31	963	110	38	76	4	423	159	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	889	232	31	963	110	38	76	4	423	159	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.16	0.02	0.22	0.08	0.03	0.03	0.00	0.29	0.05	0.01
Crit Volume:	46			321			38			423		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	114	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	19	497	458	124	660	585	485	1471	34	633	1349	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	497	458	124	660	585	485	1471	34	633	1349	185
User Adj:	1.00	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:	19	497	458	124	660	585	485	1471	34	633	1349	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	497	458	124	660	585	485	1471	34	633	1349	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	497	458	124	660	585	485	1471	34	633	1349	185
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.32	0.04	0.15	0.40	0.17	0.34	0.02	0.22	0.31	0.13
Crit Volume:	10					585		490		317		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.364
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	64	61	3	2	45	53	90	239	24	23	642	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	61	3	2	45	53	90	239	24	23	642	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	61	3	2	45	53	90	239	24	23	642	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	61	3	2	45	53	90	239	24	23	642	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	61	3	2	45	53	90	239	24	23	642	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.00	0.03	0.04	0.06	0.08	0.02	0.02	0.22	0.00
Crit Volume:	64					53	90				321	
Crit Moves:	****					****	****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	66	79	11	83	52	22	29	1942	82	39	2015	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	79	11	83	52	22	29	1942	82	39	2015	146
User Adj:	1.00	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:	66	79	11	83	52	22	29	1942	82	39	2015	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	79	11	83	52	22	29	1942	82	39	2015	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	66	79	11	83	52	22	29	1942	82	39	2015	146
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.06	0.04	0.02	0.02	0.45	0.06	0.03	0.46	0.10
Crit Volume:		79			83			29			672	
Crit Moves:		****			****			****			****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	73	0	44		0	0	0		0	688	64		164	1106	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:	73	0	44		0	0	0		0	688	64		164	1106	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	73	0	44		0	0	0		0	688	64		164	1106	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	73	0	44		0	0	0		0	688	64		164	1106	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:	73	0	44		0	0	0		0	688	64		164	1106	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.00	0.03		0.00	0.00	0.00		0.00	0.23	0.04		0.11	0.37	0.00	
Crit Volume:	73				0				0				553			
Crit Moves:	****								****				****			

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	68	73	71		6	47	46		56	259	55		60	724	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	68	73	71		6	47	46		56	259	55		60	724	1	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	68	73	71		6	47	46		56	259	55		60	724	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	68	73	71		6	47	46		56	259	55		60	724	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	68	73	71		6	47	46		56	259	55		60	724	1	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.05		0.00	0.03	0.03		0.04	0.09	0.04		0.04	0.25	0.00	
Crit Volume:	68					47			56					362		
Crit Moves:	****					****			****					****		

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City of Roseville
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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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	0	1	0	1	1	0	3	0	3	1
Volume Module:												
Base Vol:	0	0	0	73	0	14	75	1607	0	0	2134	84
Growth Adj:	1.00	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	73	0	14	75	1607	0	0	2134	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	73	0	14	75	1607	0	0	2134	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	73	0	14	75	1607	0	0	2134	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	73	0	14	75	1607	0	0	2134	84
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.05	0.36	0.00	0.00	0.47	0.06
Crit Volume:			0			73			75			711
Crit Moves:				****			****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	0	1	1	0	1	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1718	86	0	1766	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	0	0	0	0	1718	86	0	1766	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1718	86	0	1766	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1718	86	0	1766	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	0	0	0	0	1718	86	0	1766	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1600	1600	1600	1600	1600	1600	1600	4800	1600	1600	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36	0.05	0.00	0.37	0.00
Crit Volume:	0					0			0			589
Crit Moves:							****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.476
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	98	1014	142	1	1310	78	147	20	24	36	9	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1014	142	1	1310	78	147	20	24	36	9	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1014	142	1	1310	78	147	20	24	36	9	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1014	142	1	1310	78	147	20	24	36	9	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	98	1014	142	1	1310	78	147	20	24	36	9	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.10	0.00	0.30	0.05	0.10	0.01	0.02	0.02	0.01	0.00
Crit Volume:	98				437		147				9	
Crit Moves:	****				****		****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.216
Loss Time (sec):	0	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:	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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	9	0	0	0	2	1	2	346	0	23	600	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:	9	0	0	0	2	1	2	346	0	23	600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	0	0	2	1	2	346	0	23	600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	0	0	2	1	2	346	0	23	600	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:	9	0	0	0	2	1	2	346	0	23	600	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.12	0.00	0.02	0.21	0.00
Crit Volume:	9				2		2				300	
Crit Moves:	****				****		****				****	

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2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap.(X): 0.301
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	19	1	59	0	1	5	2	310	16	86	752	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:	19	1	59	0	1	5	2	310	16	86	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1	59	0	1	5	2	310	16	86	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	59	0	1	5	2	310	16	86	752	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:	19	1	59	0	1	5	2	310	16	86	752	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.00	0.00	0.00	0.00	0.11	0.01	0.06	0.26	0.00
Crit Volume:			59		0			2			376	
Crit Moves:			****		****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap.(X): 0.296
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1259	30	4	662	0	0	0	0	20	0	4
Growth Adj:	1.00	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	1259	30	4	662	0	0	0	0	20	0	4
User Adj:	1.00	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	1259	30	4	662	0	0	0	0	20	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1259	30	4	662	0	0	0	0	20	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1259	30	4	662	0	0	0	0	20	0	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		420			4			0			20	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.390
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	180	1207	130	32	646	86	38	12	73	58	26	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1207	130	32	646	86	38	12	73	58	26	62
User Adj:	1.00	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:	180	1207	130	32	646	86	38	12	73	58	26	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1207	130	32	646	86	38	12	73	58	26	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	180	1207	130	32	646	86	38	12	73	58	26	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.28	0.09	0.02	0.15	0.06	0.03	0.01	0.05	0.04	0.02	0.04
Crit Volume:		402		32					73	58		
Crit Moves:		****		****					****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.081
Loss Time (sec): 0 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:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	4	2	2	10	4	1	1	98	6	1	209	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:	4	2	2	10	4	1	1	98	6	1	209	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	2	2	10	4	1	1	98	6	1	209	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	2	2	10	4	1	1	98	6	1	209	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	2	2	10	4	1	1	98	6	1	209	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.03	0.00	0.00	0.07	0.04
Crit Volume:		2		10				1			104	
Crit Moves:		****		****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.260
Loss Time (sec): 0 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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	862	62	0	1049	0	0	0	0	41	0	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:	0	862	62	0	1049	0	0	0	0	41	0	9
User Adj:	1.00	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	862	62	0	1049	0	0	0	0	41	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	862	62	0	1049	0	0	0	0	41	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	862	62	0	1049	0	0	0	0	41	0	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.04	0.00	0.23	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Volume:	0				350			0		41		
Crit Moves:	****				****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	116	0	328	168	1498	0	0	1955	73
Growth Adj:	1.00	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	116	0	328	168	1498	0	0	1955	73
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	116	0	0	168	1498	0	0	1955	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	116	0	0	168	1498	0	0	1955	73
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:	0	0	0	116	0	0	168	1498	0	0	1955	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.11	0.33	0.00	0.00	0.43	0.05
Crit Volume:				116			168				652	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.570
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	160	0	1677	0	0	2083	95
Growth Adj:	1.00	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	0	0	160	0	1677	0	0	2083	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	160	0	1677	0	0	2083	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	160	0	1677	0	0	2083	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	160	0	1677	0	0	2083	95
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.37	0.00	0.00	0.46	0.06
Crit Volume:	0					160	0				694	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	140	0	223	118	1542	0	0	2051	97
Growth Adj:	1.00	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	140	0	223	118	1542	0	0	2051	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	140	0	223	118	1542	0	0	2051	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	140	0	223	118	1542	0	0	2051	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	140	0	223	118	1542	0	0	2051	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.15	0.08	0.34	0.00	0.00	0.46	0.06
Crit Volume:	0					223	118				684	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000				
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	0	Level Of Service:					

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	0			0			0			0		
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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	0	1	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	35	576	205	5	896	1	30	14	69	234	37	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:	35	576	205	5	896	1	30	14	69	234	37	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	576	205	5	896	1	30	14	69	234	37	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	576	205	5	896	1	30	14	69	234	37	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	576	205	5	896	1	30	14	69	234	37	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.79	0.13	0.08
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1150	182	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.20	0.20	0.20
Crit Volume:		576			5			44				295
Crit Moves:		****			****			****				****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	268	260	0	374	390	229	245	2	363	356	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	268	260	0	374	390	229	245	2	363	356	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	268	260	0	374	390	229	245	2	363	356	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	268	260	0	374	390	229	245	2	363	356	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	268	260	0	374	390	229	245	2	363	356	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2950	50
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.17	0.00	0.25	0.26	0.15	0.16	0.16	0.24	0.12	0.12
Crit Volume:	0			374			247			363		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	178	59	105	12	54	24	23	533	114	60	516	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:	178	59	105	12	54	24	23	533	114	60	516	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	59	105	12	54	24	23	533	114	60	516	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	59	105	12	54	24	23	533	114	60	516	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	178	59	105	12	54	24	46	533	114	120	516	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.25	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.10	0.90	1.00
Final Sat.:	1202	398	1600	213	960	427	66	1534	1600	167	1433	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.07	0.06	0.06	0.06	0.35	0.35	0.07	0.36	0.36	0.02
Crit Volume:	178			90			556			60		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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 1	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	11	52	47	114	84	97	52	506	14	47	628	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	52	47	114	84	97	52	506	14	47	628	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	52	47	114	84	97	52	506	14	47	628	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	52	47	114	84	97	52	506	14	47	628	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	52	47	114	84	97	52	506	14	47	628	54
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.53	0.47	1.00	0.46	0.54	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	840	760	1600	743	857	1600	1557	43	1600	1473	127
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.07	0.11	0.11	0.03	0.32	0.33	0.03	0.43	0.43
Crit Volume:		99		114			52				682	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.973
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	82	22	323	55	100	40	24	551	45	586	504	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	22	323	55	100	40	24	551	45	586	504	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	22	0	55	100	40	24	551	45	586	504	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	22	0	55	100	40	24	551	45	586	504	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	22	0	55	100	40	24	551	45	586	504	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.79	0.21	1.00	0.28	0.51	0.21	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1183	317	1500	423	769	308	1500	1387	113	1500	1465	35
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.40	0.40	0.39	0.34	0.34
Crit Volume:	82				195				596	586		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap.(X):	0.842
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	144	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	520	1195	33	63	1117	56	64	214	255	188	118	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:	520	1195	33	63	1117	56	64	214	255	188	118	64
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	520	1195	33	63	1117	0	64	214	0	188	118	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	520	1195	33	63	1117	0	64	214	0	188	118	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	520	1195	33	63	1117	0	64	214	0	188	118	64
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.02	0.04	0.39	0.00	0.04	0.15	0.00	0.13	0.08	0.04
Crit Volume:	260			559			214			188		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 1 (Reduced Footprint, Increased Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	897	9	793	652	107	2	1	44	1185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	897	9	793	652	107	2	1	44	1185
User Adj:	1.00	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:	1	34	10	897	9	793	652	107	2	1	44	1185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	897	9	793	652	107	2	1	44	1185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	897	9	793	652	107	2	1	44	1185
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.71	0.28	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2485	408	8	32	1418	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.55	0.26	0.26	0.26	0.03	0.03	0.41
Crit Volume:	35			0			381			593		
Crit Moves:	****			****			****			****		

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2025CIP Alternative Scenario 1 PM Peak Hour
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.490	A xxxxx	0.490	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.536	A xxxxx	0.536	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D xxxxx	0.882	D xxxxx	0.882	+ 0.000 V/C

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2025CIP Alternative Scenario 1 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.490
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Control:	Permitted				Permitted				Protected				Protected			
Rights:	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:	0	1 0	0	1	0	0	1! 0	0	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	41	3	225		36	5	3		3	1313	27		19	1049	17	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	41	3	225		36	5	3		3	1313	27		19	1049	17	
User Adj:	1.00	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:	41	3	225		36	5	3		3	1313	27		19	1049	17	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	41	3	225		36	5	3		3	1313	27		19	1049	17	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	41	3	225		36	5	3		3	1313	27		19	1049	17	
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:	0.93	0.07	1.00		0.82	0.11	0.07		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1328	97	1425		1166	162	97		1425	4275	1425		1425	4275	1425	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.16		0.03	0.03	0.03		0.00	0.31	0.02		0.01	0.25	0.01	
Crit Volume:			225			36				438				0		
Crit Moves:			****			****				****				****		

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2025CIP Alternative Scenario 1 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.536
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
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	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	18	1867	53		128	1695	12		5	1	7		124	4	226	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1867	53		128	1695	12		5	1	7		124	4	226	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1867	53		128	1695	12		5	1	7		124	4	226	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1867	53		128	1695	12		5	1	7		124	4	226	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	1867	53		128	1695	12		5	1	7		124	4	226	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.38	0.08	0.54		1.94	0.06	2.00	
Final Sat.:	1425	4275	1425		2850	4275	1425		548	110	767		2761	89	2850	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44	0.04		0.04	0.40	0.01		0.01	0.01	0.01		0.04	0.04	0.08	
Crit Volume:		622				64				13				64		
Crit Moves:		****				****				****				****		

2025CIP Alternative Scenario 1 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.882
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	146	1577	211		79	1506	38		63	39	100		275	178	97	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	146	1577	211		79	1506	38		63	39	100		275	178	97	
User Adj:	1.00	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:	146	1577	211		79	1506	38		63	39	100		275	178	97	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	146	1577	211		79	1506	38		63	39	100		275	178	97	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	146	1577	211		79	1506	38		63	39	100		275	178	97	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.57	0.15		0.06	0.55	0.03		0.05	0.03	0.07		0.20	0.13	0.07	
Crit Volume:	146					753				39			275			
Crit Moves:	****					****				****			****			

2025 CIP Alternative 1 PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
#309 Watt Ave/Elverta Rd	E	xxxxx	0.958	E	xxxxx	0.958	+ 0.000 V/C
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.093	F	xxxxx	1.093	+ 0.000 V/C
#311 Watt Ave/Antelope Rd	F	xxxxx	1.150	F	xxxxx	1.150	+ 0.000 V/C
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.845	D	xxxxx	0.845	+ 0.000 V/C
#313 Watt Ave/Elkhorn	F	xxxxx	1.026	F	xxxxx	1.026	+ 0.000 V/C
#314 Walerga Rd/Elkhorn	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000 V/C

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2025 CIP Alternative 1 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.958
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	289	1857	454	392	1309	413	394	1009	176	235	758	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	1857	454	392	1309	413	394	1009	176	235	758	328
User Adj:	1.00	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:	289	1857	454	392	1309	413	394	1009	176	235	758	328
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	289	1857	454	392	1309	413	394	1009	176	235	758	328
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	289	1857	454	392	1309	413	394	1009	176	235	758	328
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.30	0.13	0.29	0.28	0.13	0.34	0.12	0.08	0.25	0.22
Crit Volume:		619			196			505		118		
Crit Moves:		****			****			****		****		

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2025 CIP Alternative 1 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.093
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	242	1256	372	727	1222	96	404	1191	107	458	1337	536
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	1256	372	727	1222	96	404	1191	107	458	1337	536
User Adj:	1.00	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:	242	1256	372	727	1222	96	404	1191	107	458	1337	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	1256	372	727	1222	96	404	1191	107	458	1337	536
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	242	1256	372	727	1222	96	404	1191	107	458	1337	536
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.25	0.24	0.41	0.06	0.13	0.26	0.07	0.15	0.30	0.36
Crit Volume:		628			364			202			446	
Crit Moves:		****			****			****			****	

2025 CIP Alternative 1 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.150
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 2	0 1	1	0 2	0 1	1	0 2	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	268	1458	239	133	1228	291	389	688	190	149	454	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	1458	239	133	1228	291	389	688	190	149	454	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1458	239	133	1228	291	389	688	190	149	454	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1458	239	133	1228	291	389	688	190	149	454	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	268	1458	239	133	1228	291	389	688	190	149	454	107
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.49	0.16	0.09	0.41	0.19	0.26	0.23	0.13	0.10	0.30	0.07
Crit Volume:	268				614		389				454	
Crit Moves:	****				****		****				****	

2025 CIP Alternative 1 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.845
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	147	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:	Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 1	1 0	2	0 2	0 1
Volume Module:												
Base Vol:	311	1285	96	257	950	241	515	371	258	238	478	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1285	96	257	950	241	515	371	258	238	478	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	1285	96	257	950	241	515	371	258	238	478	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1285	96	257	950	241	515	371	258	238	478	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	1285	96	257	950	241	515	371	258	238	478	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.18	0.82	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1769	1231	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.43	0.06	0.09	0.32	0.16	0.17	0.21	0.21	0.08	0.16	0.07
Crit Volume:		643			129			258			239	
Crit Moves:		****			****			****			****	

2025 CIP Alternative 1 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	1.026
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	302	1898	227	367	1178	323	465	902	264	315	982	306
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	302	1898	227	367	1178	323	465	902	264	315	982	306
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	302	1898	227	367	1178	323	465	902	264	315	982	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	1898	227	367	1178	323	465	902	264	315	982	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	302	1898	227	367	1178	323	465	902	264	315	982	306
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.15	0.12	0.26	0.22	0.16	0.30	0.18	0.11	0.33	0.20
Crit Volume:		633			184			233			491	
Crit Moves:		****			****			****			****	

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2025 CIP Alternative 1 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100	Critical Vol./Cap. (X):	0.877
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	159	925	41		490	763	99		104	1161	152		221	1356	348	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	159	925	41		490	763	99		104	1161	152		221	1356	348	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	159	925	41		490	763	99		104	1161	152		221	1356	348	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	159	925	41		490	763	99		104	1161	152		221	1356	348	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	159	925	41		490	763	99		104	1161	152		221	1356	348	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.31	0.03		0.16	0.25	0.07		0.07	0.26	0.10		0.15	0.30	0.23	
Crit Volume:		463				245				387				221		
Crit Moves:		****				****				****				****		

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25CIPAlt1_PM_SacCounty.out 5/12/2009

2025 CIP CONDITIONS
PROJECT ALTERNATIVE 2
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.769	C	xxxxx	0.769	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.983	E	xxxxx	0.983	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.717	C	xxxxx	0.717	+ 0.000
# 6 Blue Oaks & Del Webb	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.763	C	xxxxx	0.763	+ 0.000
# 8 Blue Oaks & New Meadow	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	E	xxxxx	0.939	E	xxxxx	0.939	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	F	xxxxx	1.314	F	xxxxx	1.314	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.075	F	xxxxx	1.075	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.112	F	xxxxx	1.112	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.907	E	xxxxx	0.907	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.130	F	xxxxx	1.130	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.262	F	xxxxx	1.262	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.660	B	xxxxx	0.660	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.742	C	xxxxx	0.742	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.956	E	xxxxx	0.956	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.870	D	xxxxx	0.870	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.746	C	xxxxx	0.746	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.735	C	xxxxx	0.735	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.400	A	xxxxx	0.400	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.528	A	xxxxx	0.528	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.440	A	xxxxx	0.440	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.847	D	xxxxx	0.847	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.546	A	xxxxx	0.546	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	D	xxxxx	0.825	D	xxxxx	0.825	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.981	E	xxxxx	0.981	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.005	F	xxxxx	1.005	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.622	B	xxxxx	0.622	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.500	A	xxxxx	0.500	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	B	xxxxx	0.658	B	xxxxx	0.658	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	E	xxxxx	0.926	E	xxxxx	0.926	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.621	B	xxxxx	0.621	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.524	A	xxxxx	0.524	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.202	A	xxxxx	0.202	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.434	A	xxxxx	0.434	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
# 90 Pleasant Grove & Michener	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.343	A	xxxxx	0.343	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.194	F	xxxxx	1.194	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.281	A	xxxxx	0.281	+ 0.000 V/C
#103 Roseville Parkway & Chase	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
#104 Roseville Parkway & Creekside	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
#107 Roseville Parkway & Reserve	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.821	D	xxxxx	0.821	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.495	A	xxxxx	0.495	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.615	B	xxxxx	0.615	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.806	D	xxxxx	0.806	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	C	xxxxx	0.741	C	xxxxx	0.741	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.744	C	xxxxx	0.744	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.558	A	xxxxx	0.558	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.550	A	xxxxx	0.550	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.655	B	xxxxx	0.655	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx	0.907	E	xxxxx	0.907	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.749	C	xxxxx	0.749	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.447	A	xxxxx	0.447	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.553	A	xxxxx	0.553	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.695	B	xxxxx	0.695	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	B	xxxxx	0.654	B	xxxxx	0.654	+ 0.000 V/C

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx		0.647	B	xxxxx		0.647	+ 0.000
#148 I-80 WB Off & Douglas Blvd	C	xxxxx		0.783	C	xxxxx		0.783	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx		0.560	A	xxxxx		0.560	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx		0.737	C	xxxxx		0.737	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx		0.718	C	xxxxx		0.718	+ 0.000
#152 I-80 WB Off & Riverside Ave	B	xxxxx		0.627	B	xxxxx		0.627	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx		0.853	D	xxxxx		0.853	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx		0.820	D	xxxxx		0.820	+ 0.000
#155 Taylor & Eureka I-80 EB Off	E	xxxxx		0.962	E	xxxxx		0.962	+ 0.000
#156 Fairway & Highland Park	A	xxxxx		0.572	A	xxxxx		0.572	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx		0.892	D	xxxxx		0.892	+ 0.000
#158 Roseville Rkwy & Old Auburn	A	xxxxx		0.412	A	xxxxx		0.412	+ 0.000
#159 Washington Blvd & Industrial	B	xxxxx		0.687	B	xxxxx		0.687	+ 0.000
#160 Foothills Blvd & HP Far South/	B	xxxxx		0.687	B	xxxxx		0.687	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow	C	xxxxx		0.707	C	xxxxx		0.707	+ 0.000
#162 Gibson Rd & New Convention Cen	B	xxxxx		0.684	B	xxxxx		0.684	+ 0.000
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx		0.426	A	xxxxx		0.426	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy	B	xxxxx		0.622	B	xxxxx		0.622	+ 0.000
#165 Fiddyment Rd & Westhills Dr	B	xxxxx		0.699	B	xxxxx		0.699	+ 0.000
#166 Pleasant Grove Blvd & West Sid	A	xxxxx		0.416	A	xxxxx		0.416	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx		0.407	A	xxxxx		0.407	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx		0.303	A	xxxxx		0.303	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx		0.434	A	xxxxx		0.434	+ 0.000
#170 Industrial Ave & Alantown Dr	D	xxxxx		0.810	D	xxxxx		0.810	+ 0.000

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Intersection	Base LOS	Veh	Del/ C	V/ C	Future LOS	Veh	Del/ C	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West	D	xxxxx		0.841	D	xxxxx		0.841	+ 0.000
#172 Washington Blvd & All America	A	xxxxx		0.549	A	xxxxx		0.549	+ 0.000
#173 Cirby & Cottonwood	A	xxxxx		0.435	A	xxxxx		0.435	+ 0.000
#174 Secret Ravine & Alexandra	A	xxxxx		0.208	A	xxxxx		0.208	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx		0.728	C	xxxxx		0.728	+ 0.000
#176 Douglas Bl & I-80 EB On	C	xxxxx		0.729	C	xxxxx		0.729	+ 0.000
#177 Watt Ave & Pleasant Grove	A	xxxxx		0.492	A	xxxxx		0.492	+ 0.000
#178 Watt Ave & Road A	B	xxxxx		0.677	B	xxxxx		0.677	+ 0.000
#179 Watt Ave & Road B	A	xxxxx		0.360	A	xxxxx		0.360	+ 0.000
#180 Watt Ave & Baseline Rd	B	xxxxx		0.700	B	xxxxx		0.700	+ 0.000
#181 West Side Dr & Road A	B	xxxxx		0.679	B	xxxxx		0.679	+ 0.000
#182 West Side Dr & Road B	A	xxxxx		0.584	A	xxxxx		0.584	+ 0.000
#183 West Side Dr & Baseline Rd	D	xxxxx		0.852	D	xxxxx		0.852	+ 0.000
#184 Market St & Road B	A	xxxxx		0.331	A	xxxxx		0.331	+ 0.000
#185 Market St & Baseline Rd	A	xxxxx		0.593	A	xxxxx		0.593	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx		0.408	A	xxxxx		0.408	+ 0.000
#187 Upland Dr & Road B	A	xxxxx		0.341	A	xxxxx		0.341	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx		0.546	A	xxxxx		0.546	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx		0.436	A	xxxxx		0.436	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx		0.461	A	xxxxx		0.461	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx		0.214	A	xxxxx		0.214	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx		0.285	A	xxxxx		0.285	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx		0.272	A	xxxxx		0.272	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx		0.342	A	xxxxx		0.342	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx		0.064	A	xxxxx		0.064	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.246	A	xxxxx	0.246	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
#199 Baseline Rd & SV CC4	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.536	A	xxxxx	0.536	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.960	E	xxxxx	0.960	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.688	B	xxxxx	0.688	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0 1	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	16	1	23	64	4	18	20	1137	43	13	1058	169
Growth Adj:	1.00	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	1	23	64	4	18	20	1137	43	13	1058	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	23	64	4	18	20	1137	43	13	1058	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	23	64	4	18	20	1137	43	13	1058	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	23	64	4	18	20	1137	43	13	1058	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	60	1390	1365	85	1450	1450	2794	106	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.41	0.41	0.01	0.36	0.12
Crit Volume:			24		68			590		13		
Crit Moves:			****		****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	90	0	681	0	0	0	0	945	275	314	1314	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	681	0	0	0	0	945	275	314	1314	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	681	0	0	0	0	945	275	314	1314	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	681	0	0	0	0	945	275	314	1314	1
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:	90	0	681	0	0	0	0	945	275	314	1314	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.45	0.00	0.00	0.00	0.00	0.32	0.18	0.21	0.44	0.44
Crit Volume:			681	0				472		0		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	384	0	260	118	860	0	0	991	396
Growth Adj:	1.00	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	384	0	260	118	860	0	0	991	396
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	384	0	260	118	860	0	0	991	396
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	384	0	260	118	860	0	0	991	396
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	384	0	260	118	860	0	0	991	396
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.17	0.08	0.29	0.00	0.00	0.33	0.26
Crit Volume:			0	384			118			495		
Crit Moves:				****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.983	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	120	931	308	323	1111	221	737	1180	52	530	1754	324
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	931	308	323	1111	221	737	1180	52	530	1754	324
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	931	308	323	1111	0	737	1180	52	530	1754	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	931	308	323	1111	0	737	1180	52	530	1754	324
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:	120	931	308	323	1111	0	737	1180	52	530	1754	324
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.11	0.26	0.00	0.25	0.27	0.04	0.18	0.40	0.22
Crit Volume:		310		162			368				585	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.717	
Loss Time (sec):	0	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:	0	0 0	0 0	1	0 0	0 1	1	0 3	0 0	0	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	191	0	34	32	1308	0	0	2559	432
Growth Adj:	1.00	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	191	0	34	32	1308	0	0	2559	432
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	191	0	34	32	1308	0	0	2559	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	191	0	34	32	1308	0	0	2559	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	191	0	34	32	1308	0	0	2559	432
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.02	0.29	0.00	0.00	0.57	0.29
Crit Volume:		0		191			32				853	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	30	0	76	0	0	0	0	1216	35	137	2615	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	76	0	0	0	0	1216	35	137	2615	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	76	0	0	0	0	1216	35	137	2615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	76	0	0	0	0	1216	35	137	2615	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	0	76	0	0	0	0	1216	35	137	2615	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.02	0.09	0.58	0.00
Crit Volume:	30				0			0			872	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	73	972	532	219	639	311	178	443	80	726	1128	392
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	972	532	219	639	311	178	443	80	726	1128	392
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	73	972	0	219	639	311	178	443	0	726	1128	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	972	0	219	639	311	178	443	0	726	1128	392
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	73	972	0	219	639	311	178	443	0	726	1128	392
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.08	0.22	0.21	0.06	0.10	0.00	0.25	0.26	0.27
Crit Volume:		486			109			148			363	
Crit Moves:		****			****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	113	0	26	28	2169	0	0	3824	562
Growth Adj:	1.00	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	113	0	26	28	2169	0	0	3824	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	113	0	26	28	2169	0	0	3824	562
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	0	26	28	2169	0	0	3824	562
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	113	0	26	28	2169	0	0	3824	562
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.02	0.36	0.00	0.00	0.64	0.37
Crit Volume:		0		113			28				956	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	127	0	1	1	1165	1	0	2283	201
Growth Adj:	1.00	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	127	0	1	1	1165	1	0	2283	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	1	1	1165	1	0	2283	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	1	1	1165	1	0	2283	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	127	0	1	1	1165	1	0	2283	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.26	0.00	0.00	0.51	0.13
Crit Volume:		0		127			1				761	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	228	89	58	304	17	191	94	1247	31	26	2546	233
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	89	58	304	17	191	94	1247	31	26	2546	233
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	89	58	304	17	191	94	1247	31	26	2546	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	89	58	304	17	191	94	1247	31	26	2546	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	228	89	58	304	17	191	94	1247	31	26	2546	233
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.89	0.11	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2746	154	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.04	0.11	0.11	0.13	0.06	0.29	0.02	0.02	0.59	0.16
Crit Volume:	228					191	94				849	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 1.314
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	868	420	454	339	839	1001	256	1637	338	201	2459	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	868	420	454	339	839	1001	256	1637	338	201	2459	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	868	420	0	339	839	1001	256	1637	338	201	2459	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	868	420	0	339	839	1001	256	1637	338	201	2459	120
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	868	420	0	339	839	1001	256	1637	338	201	2459	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.00	0.12	0.19	0.69	0.09	0.28	0.23	0.07	0.42	0.08
Crit Volume:	289					1001	0				615	
Crit Moves:	****					****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.659
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	126	207	379	157	169	34	98	1334	202	881	2436	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	126	207	379	157	169	34	98	1334	202	881	2436	340
User Adj:	1.00	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:	126	207	379	157	169	34	98	1334	202	881	2436	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	207	379	157	169	34	98	1334	202	881	2436	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	126	207	379	157	169	34	98	1334	202	881	2436	340
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.26	0.05	0.06	0.02	0.03	0.23	0.14	0.30	0.42	0.23
Crit Volume:		104		79				334		441		
Crit Moves:		****		****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	1.075
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	837	1005	197	245	1489	241	391	829	539	458	657	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:	837	1005	197	245	1489	241	391	829	539	458	657	139
User Adj:	1.00	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:	837	1005	197	245	1489	241	391	829	539	458	657	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	837	1005	197	245	1489	241	391	829	539	458	657	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	837	1005	197	245	1489	241	391	829	539	458	657	139
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.35	0.14	0.08	0.34	0.17	0.13	0.29	0.37	0.16	0.23	0.10
Crit Volume:	418				496			414		229		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	1.112	
Loss Time (sec):	9	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			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	713	475	1977	600	0	0	0	0	646	0	2323
Growth Adj:	1.00	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	713	475	1977	600	0	0	0	0	646	0	2323
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	713	0	1977	600	0	0	0	0	646	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	713	0	1977	600	0	0	0	0	646	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	713	0	1977	600	0	0	0	0	646	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.66	0.40	0.00	0.00	0.00	0.00	0.22	0.00	0.00
Crit Volume:		357		989				0		323		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.616	
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	48	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	262	0	0	0	0	2192	9	380	2572	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	262	0	0	0	0	2192	9	380	2572	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2192	9	380	2572	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2192	9	380	2572	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2192	9	380	2572	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.13	0.57	0.00
Crit Volume:	0			0				734		190		
Crit Moves:							****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1 1	0	1	0 1 0
Volume Module:												
Base Vol:	4	1	11	13	1	10	14	2161	9	15	2520	23
Growth Adj:	1.00	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	1	11	13	1	10	14	2161	9	15	2520	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	13	1	10	14	2161	9	15	2520	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	13	1	10	14	2161	9	15	2520	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	13	1	10	14	2161	9	15	2520	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.06	0.69	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	363	91	997	1346	104	1450	1450	2888	12	1450	2874	26
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.75	0.75	0.01	0.88	0.88
Crit Volume:			16			14			14			1272
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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:	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	0	1! 0	0	1	0	0	1	1 0	1	0	1 1 0
Volume Module:												
Base Vol:	8	13	52	174	150	202	60	1066	40	172	1136	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	13	52	174	150	202	60	1066	40	172	1136	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	13	52	174	150	202	60	1066	40	172	1136	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	13	52	174	150	202	60	1066	40	172	1136	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	13	52	174	150	202	60	1066	40	172	1136	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.18	0.71	0.54	0.46	1.00	1.00	1.93	0.07	1.00	1.97	0.03
Final Sat.:	164	267	1068	806	694	1500	1500	2892	108	1500	2956	44
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.22	0.22	0.13	0.04	0.37	0.37	0.11	0.38	0.38
Crit Volume:	8			324			553			172		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	48	3	457	5	7	5	44	1646	216	290	1536	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	457	5	7	5	44	1646	216	290	1536	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	457	5	7	5	44	1646	216	290	1536	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	457	5	7	5	44	1646	216	290	1536	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	3	457	5	7	5	44	1646	216	290	1536	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1365	85	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.57	0.15	0.10	0.53	0.53
Crit Volume:			457		12			823		0		
Crit Moves:			****		****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	25	1038	7	11	1329	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	25	1038	7	11	1329	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:	23	1	17	26	0	13	25	1038	7	11	1329	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	25	1038	7	11	1329	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:	23	1	17	26	0	13	25	1038	7	11	1329	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2840	60
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.36	0.36	0.01	0.47	0.47
Crit Volume:			41		26			25			679	
Crit Moves:			****		****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap.(X): 1.130
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1191	470	321	325	850	239	223	1287	1182	109	1296	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1191	470	321	325	850	239	223	1287	1182	109	1296	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1191	470	321	325	850	239	223	1287	1182	109	1296	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1191	470	321	325	850	239	223	1287	1182	109	1296	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1191	470	321	325	850	239	223	1287	1182	109	1296	188
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.20	0.16	0.08	0.30	0.41	0.04	0.45	0.13
Crit Volume:	596			283			112			648		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	682	0	793	522	425	0	0	604	373
Growth Adj:	1.00	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	682	0	793	522	425	0	0	604	373
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	682	0	0	522	425	0	0	604	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	682	0	0	522	425	0	0	604	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	682	0	0	522	425	0	0	604	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.65	1.35	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2480	2020	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:				341				316			302	
Crit Moves:				****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	63	0	39		0	0	0		0	1650	457		57	1760	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:	63	0	39		0	0	0		0	1650	457		57	1760	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	0	39		0	0	0		0	1650	457		57	1760	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	0	39		0	0	0		0	1650	457		57	1760	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:	63	0	39		0	0	0		0	1650	457		57	1760	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.35	0.65		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3524	976		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.47	0.47		0.04	0.59	0.00	
Crit Volume:	63						0			0				880		
Crit Moves:	****								****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.262
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	45	103	100		79	99	622		338	2117	26		58	2327	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	103	100		79	99	622		338	2117	26		58	2327	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	45	103	100		79	99	622		338	2117	26		58	2327	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	103	100		79	99	622		338	2117	26		58	2327	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:	45	103	100		79	99	622		338	2117	26		58	2327	63	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.98	0.02		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2865	35		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07		0.03	0.07	0.43		0.12	0.74	0.74		0.02	0.80	0.04	
Crit Volume:	45						622		0					1164		
Crit Moves:	****						****		****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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			Ovl			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:	2	0	2	1	0	3	0	2	1	0	2	0	3	0	1
Volume Module:												
Base Vol:	437	738	22	673	677	67	148	1096	281	62	1215	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	437	738	22	673	677	67	148	1096	281	62	1215	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	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:	437	738	22	673	677	67	148	1096	281	62	1215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	437	738	22	673	677	67	148	1096	281	62	1215	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	437	738	22	673	677	67	148	1096	281	62	1215	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.91	0.09	3.00	2.73	0.27	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4224	126	4350	3958	392	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.15	0.17	0.17	0.05	0.25	0.19	0.02	0.28	0.00
Crit Volume:			253	224			74				405	
Crit Moves:			****	****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.825
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	293	544	133	284	1037	239	243	1165	188	196	1747	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	544	133	284	1037	239	243	1165	188	196	1747	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	293	544	133	284	1037	239	243	1165	0	196	1747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	544	133	284	1037	239	243	1165	0	196	1747	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	293	544	133	284	1037	239	243	1165	0	196	1747	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.10	0.24	0.16	0.08	0.27	0.00	0.07	0.40	0.00
Crit Volume:	147				346		122				582	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	89	64	80	129	96	165	133	1492	61	165	2041	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	64	80	129	96	165	133	1492	61	165	2041	86
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:	89	64	80	129	96	165	133	1492	61	165	2041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	64	80	129	96	165	133	1492	61	165	2041	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	64	80	129	96	165	133	1492	61	165	2041	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.15	0.85	1.00	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1663	1237	1450	1450	4179	171	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.06	0.08	0.08	0.11	0.09	0.36	0.36	0.11	0.47	0.00
Crit Volume:	89			113			133			680		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	Ovl			Ovl			Ovl			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 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	124	59	41	211	81	14	35	1520	130	52	2062	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	59	41	211	81	14	35	1520	130	52	2062	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	59	41	211	81	14	35	1520	130	52	2062	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	59	41	211	81	14	35	1520	130	52	2062	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	59	41	211	81	14	35	1520	130	52	2062	122
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.11	0.53	0.36	1.38	0.53	0.09	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1605	764	531	2000	768	133	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.04	0.47	0.08
Crit Volume:	112			153			35			687		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	426	431	264	247	865	580	362	1485	241	177	1987	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	431	264	247	865	580	362	1485	241	177	1987	86
User Adj:	1.00	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:	426	431	264	247	865	580	362	1485	241	177	1987	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	431	264	247	865	580	362	1485	241	177	1987	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	426	431	264	247	865	580	362	1485	241	177	1987	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.83	0.17
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5559	241
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.18	0.09	0.20	0.40	0.12	0.34	0.17	0.06	0.36	0.36
Crit Volume:	213					580	0				518	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	134	2	50	101	2	71	42	1485	135	75	2152	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	2	50	101	2	71	42	1485	135	75	2152	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	2	50	101	2	71	42	1485	135	75	2152	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	2	50	101	2	71	42	1485	135	75	2152	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	2	50	101	2	71	42	1485	135	75	2152	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	56	1394	1450	40	1410	1450	3988	363	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.50	0.50
Crit Volume:	134			101			42				718	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	153	678	40	727	869	88	140	1226	316	120	1613	826
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	678	40	727	869	88	140	1226	316	120	1613	826
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:	153	678	40	727	869	88	140	1226	316	120	1613	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	678	40	727	869	88	140	1226	316	120	1613	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	153	678	40	727	869	88	140	1226	316	120	1613	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.17	0.20	0.06	0.05	0.28	0.22	0.04	0.37	0.00
Crit Volume:		226		242			70				538	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.617
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	402	5	70	48	1075	0	11	1078	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	9	402	5	70	48	1075	0	11	1078	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	4	9	402	5	70	48	1075	0	11	1078	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	402	5	70	48	1075	0	11	1078	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	4	9	402	5	70	48	1075	0	11	1078	176
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.72	0.28
Final Sat.:	272	363	816	2864	36	1450	1450	2900	0	1450	2493	407
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.37	0.00	0.01	0.43	0.43
Crit Volume:		16		204			48					627
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.956
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	27	83	1065	27	275	284	1144	20	66	1046	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	27	83	1065	27	275	284	1144	20	66	1046	494
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	27	0	1065	27	275	284	1144	20	66	1046	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	27	0	1065	27	275	284	1144	20	66	1046	494
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	27	0	1065	27	275	284	1144	20	66	1046	494
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.38	0.38	0.19	0.20	0.40	0.40	0.05	0.36	0.34
Crit Volume:	33			546			284			523		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1!	0 0	1	0 1!	0 0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	461	0	30	1	486	0	0	509	391
Growth Adj:	1.00	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	461	0	30	1	486	0	0	509	391
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:	0	0	0	461	0	30	1	486	0	0	509	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	461	0	30	1	486	0	0	509	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	461	0	30	2	486	0	0	509	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.88	0.00	0.12	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2817	0	183	12	2988	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.34	0.00
Crit Volume:	0			246			1			509		
Crit Moves:				****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	35	0	150	0	0	0	0	972	59	187	932	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:	35	0	150	0	0	0	0	972	59	187	932	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	150	0	0	0	0	972	59	187	932	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	150	0	0	0	0	972	59	187	932	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:	35	0	150	0	0	0	0	972	59	187	932	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2828	172	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.31	0.00
Crit Volume:	35			0					516	187		
Crit Moves:	****								****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.416
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	13	0	10	69	7	13	0	966	20	18	874	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:	13	0	10	69	7	13	0	966	20	18	874	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	69	7	13	0	966	20	18	874	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	69	7	13	0	966	20	18	874	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:	13	0	10	69	7	13	0	966	20	18	874	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.35	0.65	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	508	943	0	2841	59	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.01	0.01	0.00	0.34	0.34	0.01	0.30	0.00
Crit Volume:				23	69				493	18		
Crit Moves:				****	****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.870
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 176 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	517	782	238	209	839	120	205	1692	612	320	1436	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	517	782	238	209	839	120	205	1692	612	320	1436	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	517	782	238	209	839	120	205	1692	612	320	1436	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	517	782	238	209	839	120	205	1692	612	320	1436	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	517	782	238	209	839	120	205	1692	612	320	1436	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.16	0.07	0.19	0.08	0.07	0.39	0.42	0.11	0.33	0.00
Crit Volume:	259			280			564			160		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap.(X): 0.533
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	199	1414	74	131	1233	85	49	167	140	49	229	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	199	1414	74	131	1233	85	49	167	140	49	229	190
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	199	1414	0	131	1233	0	49	167	0	49	229	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	199	1414	0	131	1233	0	49	167	0	49	229	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	199	1414	0	131	1233	0	49	167	0	49	229	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.09	0.28	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	199			411			49			114		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	90	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	530	542	223	173	530	224	317	1867	489	181	2278	67
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	530	542	223	173	530	224	317	1867	489	181	2278	67
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	530	542	0	173	530	0	317	1867	0	181	2278	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	530	542	0	173	530	0	317	1867	0	181	2278	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	530	542	0	173	530	0	317	1867	0	181	2278	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.06	0.12	0.00	0.11	0.43	0.00	0.06	0.39	0.00
Crit Volume:	177				177		159				570	
Crit Moves:	****				****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1612	53	173	1434	395	391	365	32	126	319	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1612	53	173	1434	395	391	365	32	126	319	135
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1612	0	173	1434	0	391	365	0	126	319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1612	0	173	1434	0	391	365	0	126	319	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1612	0	173	1434	0	391	365	0	126	319	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.12	0.33	0.00	0.13	0.13	0.00	0.09	0.11	0.00
Crit Volume:		537			173			196			160	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	18	0	40	9	2	2	29	1071	20	48	685	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	0	40	9	2	2	29	1071	20	48	685	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:	18	0	40	9	2	2	29	1071	20	48	685	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	0	40	9	2	2	29	1071	20	48	685	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:	18	0	40	9	2	2	29	1071	20	48	685	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.82	0.18	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1186	264	1450	1450	2847	53	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.38	0.38	0.03	0.24	0.02
Crit Volume:			40		11			546		48		
Crit Moves:			****		****			****		****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap.(X):	0.400
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	5	923	34	79	1104	11	11	1	3	11	1	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:	5	923	34	79	1104	11	11	1	3	11	1	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:	5	923	34	79	1104	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	923	34	79	1104	11	11	1	3	11	1	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:	5	923	34	79	1104	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2797	103	1450	2871	29	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.33	0.05	0.38	0.38	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:			479		79			11			12	
Crit Moves:			****	****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap.(X):	0.528
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:		Ovl			Ovl			Ovl			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	1	0	0	1	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	208	28	54	28	11	70	143	857	128	191	932	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:	208	28	54	28	11	70	143	857	128	191	932	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:	208	28	54	28	11	70	143	857	128	191	932	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	208	28	54	28	11	70	143	857	128	191	932	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:	208	28	54	28	11	70	143	857	128	191	932	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.76	0.24	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2556	344	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.10	0.30	0.09	0.13	0.32	0.02
Crit Volume:	118			28				429		191		
Crit Moves:	****			****				****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	87	612	58	26	874	91	149	2	118	14	1	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:	87	612	58	26	874	91	149	2	118	14	1	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:	87	612	58	26	874	91	149	2	118	14	1	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	612	58	26	874	91	149	2	118	14	1	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:	87	612	58	26	874	91	149	2	118	14	1	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2862	38	1450	1450	47	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.02	0.30	0.06	0.05	0.05	0.08	0.01	0.02	0.02
Crit Volume:	87				437				118		31	
Crit Moves:	****				****				****		****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.440
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	488	9	23	76	11	17	19	543	325	31	542	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	9	23	76	11	17	19	543	325	31	542	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	9	23	76	11	17	19	543	325	31	542	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	9	23	76	11	17	19	543	325	31	542	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	488	9	23	76	11	17	19	543	325	31	542	61
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.87	0.13	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2847	53	1450	1267	183	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.02	0.06	0.06	0.01	0.01	0.19	0.22	0.02	0.19	0.04
Crit Volume:		249			87			272		31		
Crit Moves:		****			****			****		****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	80	2	43	6	2	80	68	854	69	51	1023	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	2	43	6	2	80	68	854	69	51	1023	3
User Adj:	1.00	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:	80	2	43	6	2	80	68	854	69	51	1023	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	2	43	6	2	80	68	854	69	51	1023	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	2	43	6	2	80	68	854	69	51	1023	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1415	35	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.29	0.05	0.04	0.35	0.00
Crit Volume:		82				80	68				512	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	0	1! 0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	115	2	55	28	2	7	35	944	65	79	696	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	2	55	28	2	7	35	944	65	79	696	20
User Adj:	1.00	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:	115	2	55	28	2	7	35	944	65	79	696	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	55	28	2	7	35	944	65	79	696	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	2	55	28	2	7	35	944	65	79	696	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.76	0.05	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	50	1450	1097	78	274	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.02	0.33	0.04	0.05	0.24	0.01
Crit Volume:	59					37		472		79		
Crit Moves:	****					****		****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:		Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	16	1332	76	46	1059	228	126	31	7	53	65	90
Growth Adj:	1.00	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	1332	76	46	1059	228	126	31	7	53	65	90
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1332	76	46	1059	0	126	31	7	53	65	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1332	76	46	1059	0	126	31	7	53	65	90
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:	16	1332	76	46	1059	0	126	31	7	53	65	90
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.05	0.03	0.37	0.00	0.09	0.02	0.00	0.04	0.04	0.06
Crit Volume:		666			46		126				65	
Crit Moves:		****			****		****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	158	884	154	119	936	161	35	14	51	183	16	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:	158	884	154	119	936	161	35	14	51	183	16	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	884	154	119	936	161	35	14	51	183	16	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	884	154	119	936	161	35	14	51	183	16	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	884	154	119	936	161	35	14	51	183	16	44
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.11	0.08	0.32	0.11	0.02	0.01	0.04	0.13	0.01	0.03
Crit Volume:	158				468			14		183		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 0	0	0	2 0 1	1	0	0 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	76	1515	0	0	1309	122	71	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:	76	1515	0	0	1309	122	71	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	1515	0	0	1309	122	71	0	44	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	1515	0	0	1309	122	71	0	44	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:	76	1515	0	0	1309	122	71	0	44	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.51	0.00	0.00	0.44	0.08	0.05	0.00	0.03	0.00	0.00	0.00
Crit Volume:		758			0			71			0	
Crit Moves:		****			****			****				

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	149	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	924	1375	67	121	1696	251	313	518	566	67	559	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	924	1375	67	121	1696	251	313	518	566	67	559	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	924	1375	67	121	1696	251	313	518	566	67	559	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	924	1375	67	121	1696	251	313	518	566	67	559	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	924	1375	67	121	1696	251	313	518	566	67	559	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.05	0.08	0.29	0.17	0.11	0.18	0.39	0.05	0.13	0.06
Crit Volume:	462				424		157				186	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	19	661	396	23	1960	56	18	8	55	180	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	661	396	23	1960	56	18	8	55	180	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	661	396	23	1960	56	18	8	55	180	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	661	396	23	1960	56	18	8	55	180	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	661	396	23	1960	56	18	8	55	180	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	0.69	0.31	1.00	1.97	0.03	1.00
Final Sat.:	1450	2900	1450	1450	4229	121	1004	446	1450	2852	48	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.27	0.02	0.46	0.46	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0					672			55		92	
Crit Moves:	****					****			****		****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.652
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	103	1217	65	34	1179	166	506	6	328	193	6	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	1217	65	34	1179	166	506	6	328	193	6	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	103	1217	65	34	1179	166	506	6	0	193	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	1217	65	34	1179	166	506	6	0	193	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	103	1217	65	34	1179	166	506	6	0	193	6	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2866	34	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.04	0.02	0.27	0.11	0.18	0.18	0.00	0.13	0.00	0.00
Crit Volume:	103			393			256			193		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2387	61	0	2145	0	0	0	0	24	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	2387	61	0	2145	0	0	0	0	24	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2387	61	0	2145	0	0	0	0	24	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2387	61	0	2145	0	0	0	0	24	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2387	61	0	2145	0	0	0	0	24	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.04	0.00	0.48	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		796		0			0			24		
Crit Moves:		****		****						****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	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:	Ovl			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	26	427	455	562	1275	4	52	406	214	587	135	836
Growth Adj:	1.00	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	427	455	562	1275	4	52	406	214	587	135	836
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	26	427	455	562	1275	0	52	406	0	587	135	836
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	427	455	562	1275	0	52	406	0	587	135	836
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	26	427	455	562	1275	0	52	406	0	587	135	836
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.31	0.19	0.44	0.00	0.02	0.14	0.00	0.13	0.09	0.58
Crit Volume:	13			638			26					836
Crit Moves:	****			****			****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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 2	0 1	1	0 2	1 0	1	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	4	811	38	65	2036	0	15	3	1	141	3	182
Growth Adj:	1.00	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	811	38	65	2036	0	15	3	1	141	3	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	811	38	65	2036	0	15	3	1	141	3	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	811	38	65	2036	0	15	3	1	141	3	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	811	38	65	2036	0	15	3	1	141	3	182
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.67	0.33	1.00	1.96	0.04	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2500	500	1500	2938	63	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.03	0.04	0.45	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			679			9					182
Crit Moves:	****			****			****					****

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.825
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 130 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	253	1400		118	367	1649		411	233	348		107	374	1209		138
Growth Adj:	1.00	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	1400		118	367	1649		411	233	348		107	374	1209		138
User Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	253	1400		0	367	1649		0	233	348		107	374	1209		138
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	253	1400		0	367	1649		0	233	348		107	374	1209		138
PCE Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		0.00	1.00	1.00		0.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	253	1400		0	367	1649		0	233	348		107	374	1209		138
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	2.00	3.00		1.00	2.00	2.00		1.00	2.00	3.00		1.00
Final Sat.:	2900	4350		1450	2900	4350		1450	2900	2900		1450	2900	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.09	0.32		0.00	0.13	0.38		0.00	0.08	0.12		0.07	0.13	0.28		0.10
Crit Volume:	127				550				117				403			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.856
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	2	1 0	1	0	2	1 0	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	251	1496		93	16	2194		181	97	18		148	67	17		29
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	251	1496		93	16	2194		181	97	18		148	67	17		29
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	251	1496		93	16	2194		181	97	18		148	67	17		29
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	251	1496		93	16	2194		181	97	18		148	67	17		29
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	251	1496		93	16	2194		181	97	18		148	67	17		29
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	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	2.82		0.18	1.00	2.77		0.23	0.84	0.16		1.00	0.80	0.20		1.00
Final Sat.:	1450	4095		255	1450	4018		332	1223	227		1450	1157	293		1450
Capacity Analysis Module:																
Vol/Sat:	0.17	0.37		0.37	0.01	0.55		0.55	0.08	0.08		0.10	0.06	0.06		0.02
Crit Volume:	251				792				115				84			
Crit Moves:	****				****				****				****			

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	4	0	1	2	0	3	0	1	3	0	3	0	1
Volume Module:												
Base Vol:	339	673	721	177	1655	462	402	1357	107	709	1913	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	673	721	177	1655	462	402	1357	107	709	1913	102
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	339	673	0	177	1655	0	402	1357	0	709	1913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	673	0	177	1655	0	402	1357	0	709	1913	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	339	673	0	177	1655	0	402	1357	0	709	1913	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.06	0.29	0.00	0.14	0.31	0.00	0.16	0.44	0.00
Crit Volume:	170			414			201			638		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	0	0	1!	0	0	0	0	1!	0	0
Volume Module:												
Base Vol:	44	1892	41	29	2113	51	33	0	23	23	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1892	41	29	2113	51	33	0	23	23	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1892	41	29	2113	51	33	0	23	23	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1892	41	29	2113	51	33	0	23	23	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1892	41	29	2113	51	33	0	23	23	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.94	0.06	1.00	2.93	0.07	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	1450	4258	92	1450	4247	103	854	0	596	725	0	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.50	0.50	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44					721			56			46
Crit Moves:	****					****			****			****

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.799	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	114	Level Of Service:	C	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	284	2348	65	79	2144	101	97	78	139	185	343	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	2348	65	79	2144	101	97	78	139	185	343	117
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	284	2348	0	79	2144	101	97	78	139	185	343	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2348	0	79	2144	101	97	78	139	185	343	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	284	2348	0	79	2144	101	97	78	139	185	343	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4154	196	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.00	0.03	0.52	0.52	0.07	0.03	0.10	0.06	0.12	0.00
Crit Volume:	142				748		97				172	
Crit Moves:	****				****		****				****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap.(X):	0.656	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	66	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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	75	1848	151	299	1831	154	257	54	123	299	68	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1848	151	299	1831	154	257	54	123	299	68	244
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	75	1848	0	299	1831	154	257	54	0	299	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1848	0	299	1831	154	257	54	0	299	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	75	1848	0	299	1831	154	257	54	0	299	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.00	0.10	0.42	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		616			150		86			100		
Crit Moves:		****			****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap.(X):	0.830
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	134	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	155	1585	1	15	1913	261	89	0	141	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	1585	1	15	1913	261	89	0	141	2	1	1
User Adj:	1.00	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:	155	1585	1	15	1913	261	89	0	141	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1585	1	15	1913	261	89	0	141	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	155	1585	1	15	1913	261	89	0	141	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.55	0.55	0.01	0.66	0.18	0.06	0.00	0.10	0.00	0.00	0.00
Crit Volume:	155			957			89			3		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.005
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	586	900	31	1048	969	327	620	1688	820	233	1990	652
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	586	900	31	1048	969	327	620	1688	820	233	1990	652
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	586	900	0	1048	969	0	620	1688	0	233	1990	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	900	0	1048	969	0	620	1688	0	233	1990	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	586	900	0	1048	969	0	620	1688	0	233	1990	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.00	0.24	0.22	0.00	0.21	0.29	0.00	0.08	0.34	0.00
Crit Volume:		300			349			310			497	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	108	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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	153	1143	4	11	1578	441	522	3	153	13	18	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1143	4	11	1578	441	522	3	153	13	18	20
User Adj:	1.00	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:	153	1143	4	11	1578	441	522	3	153	13	18	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1143	4	11	1578	441	522	3	153	13	18	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	153	1143	4	11	1578	441	522	3	153	13	18	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	28	1422	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.01	0.54	0.30	0.18	0.11	0.11	0.01	0.01	0.01
Crit Volume:	77				789		261				18	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.710
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	67	817	0	43	1220	290	226	14	60	18	6	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	817	0	43	1220	290	226	14	60	18	6	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	817	0	43	1220	290	226	14	60	18	6	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	817	0	43	1220	290	226	14	60	18	6	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	817	0	43	1220	290	226	14	60	18	6	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.62	0.38	1.51	0.09	0.40	0.75	0.25	1.00
Final Sat.:	1450	2900	0	1450	2343	557	2185	135	580	1088	363	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.03	0.52	0.52	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	67					755		150				57
Crit Moves:	****					****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	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			Permitted		
Rights:	Ovl			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:	0	0 2.0	0 1.0	2.0	0 2.0	0 0.0	0	0 0.0	0 0.0	2.0	0 0.0	0 1.0
Volume Module:												
Base Vol:	0	677	417	876	871	0	0	0	0	664	0	593
Growth Adj:	1.00	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	677	417	876	871	0	0	0	0	664	0	593
User Adj:	1.00	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	677	417	876	871	0	0	0	0	664	0	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	417	876	871	0	0	0	0	664	0	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	677	417	876	871	0	0	0	0	664	0	593
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.28	0.29	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.40
Crit Volume:			417	438			0			332		
Crit Moves:			****	****						****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec):	120	Critical Vol./Cap.(X):	0.622
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1.0	1.0	1.0	1.0	1.0	1.0	0	1.0	0 0.1	0	1.0	0 1.0
Volume Module:												
Base Vol:	89	711	39	25	1100	105	123	16	77	103	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	711	39	25	1100	105	123	16	77	103	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	711	39	25	1100	105	123	16	77	103	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	711	39	25	1100	105	123	16	77	103	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	711	39	25	1100	105	123	16	77	103	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.83	0.17	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2844	156	1500	2739	261	1327	173	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	89				603			139		103		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap.(X):	0.500
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	7	9	160	9	57	22	389	7	17	1112	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	7	9	160	9	57	22	389	7	17	1112	372
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	7	9	160	9	57	22	389	7	17	1112	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	7	9	160	9	57	22	389	7	17	1112	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	9	160	9	57	22	389	7	17	1112	372
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.42	0.58	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	625	875	1500	1420	80	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.04	0.01	0.13	0.00	0.01	0.37	0.25
Crit Volume:		12		160			22				556	
Crit Moves:		****		****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	35	0	74	0	0	0	0	579	27	198	1578	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:	35	0	74	0	0	0	0	579	27	198	1578	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	74	0	0	0	0	579	27	198	1578	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	74	0	0	0	0	579	27	198	1578	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:	35	0	74	0	0	0	0	579	27	198	1578	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.19	0.02	0.13	0.53	0.00
Crit Volume:	35				0			0			789	
Crit Moves:	****						****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	55	0	1129	471	1336	0	0	1296	93
Growth Adj:	1.00	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	55	0	1129	471	1336	0	0	1296	93
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	55	0	1129	471	1336	0	0	1296	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	55	0	1129	471	1336	0	0	1296	93
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	55	0	1129	471	1336	0	0	1296	93
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.38	0.16	0.45	0.00	0.00	0.43	0.06
Crit Volume:	0					564	0				648	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0
Volume Module:												
Base Vol:	156	193	67	41	93	52	30	374	71	234	1109	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	193	67	41	93	52	30	374	71	234	1109	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	193	67	41	93	52	30	374	71	234	1109	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	193	67	41	93	52	30	374	71	234	1109	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	193	67	41	93	52	30	374	71	234	1109	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.74	0.26	1.00	0.64	0.36	1.00	1.68	0.32	1.00	1.92	0.08
Final Sat.:	1450	1076	374	1450	930	520	1450	2437	463	1450	2782	118
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.03	0.10	0.10	0.02	0.15	0.15	0.16	0.40	0.40
Crit Volume:	156					145			30			578
Crit Moves:	****					****			****			****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.573
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	5	43	44	4	22	34	513	8	91	1497	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:	6	5	43	44	4	22	34	513	8	91	1497	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	43	44	4	22	34	513	8	91	1497	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	43	44	4	22	34	513	8	91	1497	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	5	43	44	4	22	34	513	8	91	1497	64
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.02	0.02	0.18	0.01	0.06	0.52	0.04
Crit Volume:			5			44			34			749
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.658
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ovl			Ovl			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 1	0	1	0 1	0
Volume Module:												
Base Vol:	25	15	116	11	9	24	39	625	104	153	1694	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	15	116	11	9	24	39	625	104	153	1694	15
User Adj:	1.00	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:	25	15	116	11	9	24	39	625	104	153	1694	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	15	116	11	9	24	39	625	104	153	1694	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	15	116	11	9	24	39	625	104	153	1694	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.38	1.00	0.55	0.45	1.00	1.00	1.71	0.29	1.00	1.98	0.02
Final Sat.:	906	544	1450	798	653	1450	1450	2486	414	1450	2875	25
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.08	0.01	0.01	0.02	0.03	0.25	0.25	0.11	0.59	0.59
Crit Volume:			40			20		39				855
Crit Moves:		****			****		****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	77	0	7	10	525	0	0	1502	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	77	0	7	10	525	0	0	1502	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	77	0	7	10	525	0	0	1502	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	77	0	7	10	525	0	0	1502	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	77	0	7	10	525	0	0	1502	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.92	0.00	0.08	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1375	0	125	1500	3000	0	0	2870	130
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.17	0.00	0.00	0.52	0.52
Crit Volume:	0					84	10				785	
Crit Moves:						****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.926
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1
Volume Module:												
Base Vol:	996	557	1	3	1015	838	336	2	367	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	996	557	1	3	1015	838	336	2	367	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	996	557	1	3	1015	838	336	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	996	557	1	3	1015	838	336	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	996	557	1	3	1015	838	336	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.34	0.19	0.19	0.00	0.35	0.58	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	498					838		0				7
Crit Moves:	****					****		****				****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	47	234	60	163	241	867	402	257	27	198	895	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	234	60	163	241	867	402	257	27	198	895	169
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	47	234	0	163	241	0	402	257	0	198	895	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	234	0	163	241	0	402	257	0	198	895	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	47	234	0	163	241	0	402	257	0	198	895	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.00	0.06	0.08	0.00	0.14	0.09	0.00	0.07	0.31	0.00
Crit Volume:		117			82			201			447	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	485	593	122	150	772	178	205	612	615	199	624	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	593	122	150	772	178	205	612	615	199	624	118
User Adj:	1.00	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:	485	593	122	150	772	178	205	612	615	199	624	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	593	122	150	772	178	205	612	615	199	624	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	593	122	150	772	178	205	612	615	199	624	118
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.08	0.05	0.18	0.12	0.14	0.21	0.42	0.14	0.22	0.08
Crit Volume:		0			257				615	199		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.621
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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:	Ignore			Include			Ignore			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 2	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	330	525	131	11	670	104	78	240	503	192	430	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	525	131	11	670	104	78	240	503	192	430	79
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	330	525	0	11	670	104	78	240	0	192	430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	525	0	11	670	104	78	240	0	192	430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	330	525	0	11	670	104	78	240	0	192	430	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3766	584	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.01	0.18	0.18	0.05	0.08	0.00	0.13	0.15	0.00
Crit Volume:	330					258		120		192		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec):	120	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	12	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:	Ovl			Include			Ovl			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	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	105	0	55	0	0	0	0	745	123	133	803	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:	105	0	55	0	0	0	0	745	123	133	803	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	0	55	0	0	0	0	745	123	133	803	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	0	55	0	0	0	0	745	123	133	803	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:	105	0	55	0	0	0	0	745	123	133	803	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.25	0.08	0.09	0.27	0.00
Crit Volume:	105					0		373		133		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.524
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	87	657	55	236	741	123	219	14	96	150	20	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	657	55	236	741	123	219	14	96	150	20	376
User Adj:	1.00	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:	87	657	55	236	741	123	219	14	96	150	20	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	657	55	236	741	123	219	14	96	150	20	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	87	657	55	236	741	123	219	14	96	150	20	376
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.77	0.23	1.00	3.00	1.00	1.88	0.12	1.00	0.88	0.12	1.00
Final Sat.:	1450	4014	336	1450	4350	1450	2726	174	1450	1279	171	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.16	0.16	0.17	0.08	0.08	0.08	0.07	0.12	0.12	0.26
Crit Volume:			237	236			117				170	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.612
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	746	81	420	801	0	0	0	0	52	0	249
Growth Adj:	1.00	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	746	81	420	801	0	0	0	0	52	0	249
User Adj:	1.00	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	746	81	420	801	0	0	0	0	52	0	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	746	81	420	801	0	0	0	0	52	0	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	746	81	420	801	0	0	0	0	52	0	249
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.05	0.28	0.18	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Crit Volume:		249		420			0					249
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120			Critical Vol./Cap.(X):			0.623						
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	60			Level Of Service:			B						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	81	668	74	246	1231	75	98	22	76	152	14	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	668	74	246	1231	75	98	22	76	152	14	397
User Adj:	1.00	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:	81	668	74	246	1231	75	98	22	76	152	14	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	668	74	246	1231	75	98	22	76	152	14	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	668	74	246	1231	75	98	22	76	152	14	397
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	3.00	1.00	0.82	0.18	1.00	0.92	0.08	1.00
Final Sat.:	1450	2611	289	1450	4350	1450	1184	266	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.26	0.17	0.28	0.05	0.08	0.08	0.05	0.11	0.11	0.27
Crit Volume:		371		246				120			166	
Crit Moves:		****		****				****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100			Critical Vol./Cap.(X):			0.202						
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	29			Level Of Service:			A						

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	5	6	1	8	3	506	14	10	232	15
Growth Adj:	1.00	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	1	5	6	1	8	3	506	14	10	232	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	6	1	8	3	506	14	10	232	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	6	1	8	3	506	14	10	232	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	6	1	8	3	506	14	10	232	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.40	0.07	0.53	1.00	1.95	0.05	1.00	1.88	0.12
Final Sat.:	363	181	906	580	97	773	1450	2822	78	1450	2724	176
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.18	0.18	0.01	0.09	0.09
Crit Volume:		8				15			260	10		
Crit Moves:		****				****			****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap.(X):	0.434
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0	0 1	1	0	1 1	1	0	1 0
Volume Module:												
Base Vol:	5	0	13	130	0	219	82	331	2	5	585	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	130	0	219	82	331	2	5	585	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	130	0	219	82	331	2	5	585	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	130	0	219	82	331	2	5	585	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:	5	0	13	130	0	219	82	331	2	5	585	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1450	0	1450	1450	0	1450	1450	2883	17	1450	2618	282
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.15	0.06	0.11	0.11	0.00	0.22	0.22
Crit Volume:	5					219	82					324
Crit Moves:	****					****	****					****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	637	1634	679	151	1023	166	200	345	638	835	305	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	637	1634	679	151	1023	166	200	345	638	835	305	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	637	1634	679	151	1023	166	200	345	638	835	305	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	637	1634	679	151	1023	166	200	345	638	835	305	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:	637	1634	679	151	1023	166	200	345	638	835	305	152
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.38	0.47	0.05	0.24	0.11	0.07	0.12	0.44	0.29	0.11	0.10
Crit Volume:	0				341				638	418		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.877
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	325	1324	968	24	1021	55	59	405	299	1192	740	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	1324	968	24	1021	55	59	405	299	1192	740	34
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	325	1324	0	24	1021	0	59	405	0	1192	740	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	1324	0	24	1021	0	59	405	0	1192	740	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	325	1324	0	24	1021	0	59	405	0	1192	740	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.00	0.01	0.23	0.00	0.02	0.14	0.00	0.27	0.51	0.00
Crit Volume:	163				340			30			740	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.784
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	236	23	22	65	18	15	5	2365	10	94	2287	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	23	22	65	18	15	5	2365	10	94	2287	84
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	236	23	0	65	18	0	5	2365	0	94	2287	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	23	0	65	18	0	5	2365	0	94	2287	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	236	23	0	65	18	0	5	2365	0	94	2287	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.02	0.00	0.04	0.01	0.00	0.00	0.54	0.00	0.06	0.53	0.00
Crit Volume:	236				18			788			94	
Crit Moves:	****				****			****			****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	73	1568	256	96	938	25	14	14	35	329	28	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1568	256	96	938	25	14	14	35	329	28	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1568	256	96	938	25	14	14	35	329	28	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1568	256	96	938	25	14	14	35	329	28	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1568	256	96	938	25	14	14	35	329	28	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.34	0.66
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	489	961
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.18	0.07	0.22	0.02	0.01	0.01	0.02	0.11	0.06	0.06
Crit Volume:		523		96					35	165		
Crit Moves:		****		****					****	****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap.(X): 0.518
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	5	143	254	78	111	35	16	266	10	397	371	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	143	254	78	111	35	16	266	10	397	371	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	143	254	78	111	35	16	266	10	397	371	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	143	254	78	111	35	16	266	10	397	371	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	143	254	78	111	35	16	266	10	397	371	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.18	0.05	0.08	0.02	0.01	0.09	0.01	0.27	0.13	0.05
Crit Volume:		143		78				133		397		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap.(X):	0.748
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
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			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	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	36	0	43	59	1423	0	0	2041	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	43	59	1423	0	0	2041	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:	0	0	0	36	0	43	59	1423	0	0	2041	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	43	59	1423	0	0	2041	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:	0	0	0	36	0	43	59	1423	0	0	2041	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.47	0.00	0.00	0.68	0.02
Crit Volume:	0					43	59				1021	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap.(X):	0.343
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	8	15	21	24	36	34	17	652	10	66	883	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	21	24	36	34	17	652	10	66	883	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	21	24	36	34	17	652	10	66	883	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	21	24	36	34	17	652	10	66	883	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	15	21	24	36	34	17	652	10	66	883	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.22	0.01	0.05	0.30	0.01
Crit Volume:		15			24			17			441	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.757
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
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:	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	0	0	0	0	0	1!	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	60	0	23	11	1419	0	0	2001	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	23	11	1419	0	0	2001	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	23	11	1419	0	0	2001	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	23	11	1419	0	0	2001	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	23	11	1419	0	0	2001	83
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1084	0	416	1500	3000	0	0	2881	119
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.47	0.00	0.00	0.69	0.69
Crit Volume:	0					83	11				1042	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.194
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	562	1023	977	414	1130	40	43	1711	717	886	1918	252
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	562	1023	977	414	1130	40	43	1711	717	886	1918	252
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	562	1023	0	414	1130	0	43	1711	0	886	1918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	1023	0	414	1130	0	43	1711	0	886	1918	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	562	1023	0	414	1130	0	43	1711	0	886	1918	0
Saturation Flow Module:																				
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:																				
Vol/Sat:	0.13	0.35	0.00	0.14	0.26	0.00	0.01	0.39	0.00	0.31	0.44	0.00
Crit Volume:		512			207			570			443	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	107	0	7	12	1320	0	0	1785	246
Growth Adj:	1.00	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	107	0	7	12	1320	0	0	1785	246
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	7	12	1320	0	0	1785	246
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	7	12	1320	0	0	1785	246
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	107	0	7	12	1320	0	0	1785	246
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.44	0.00	0.00	0.60	0.16
Crit Volume:		0		107			12				893	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	334	2700		36		84	2359		293	471	6	431
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	334	2700		36		84	2359		293	471	6	431
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
PHF Volume:	334	2700		0		84	2359		0	471	6	0
Reduct Vol:	0	0		0		0	0		0	0	0	0
Reduced Vol:	334	2700		0		84	2359		0	471	6	0
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
FinalVolume:	334	2700		0		84	2359		0	471	6	0
Saturation Flow Module:												
Sat/Lane:	1450	1450		1450		1450	1450		1450	1450	1450	1450
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	2.00	4.00		0.00		2.00	3.00		1.00	2.00	1.00	1.00
Final Sat.:	2900	5800		0		2900	4350		1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.47		0.00		0.03	0.54		0.00	0.16	0.00	0.00
Crit Volume:	167						786			236		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap.(X): 0.894
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	174	519	360	109	1097	315	166	1889	115	428	2154	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	174	519	360	109	1097	315	166	1889	115	428	2154	188
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	174	519	0	109	1097	315	166	1889	115	428	2154	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	174	519	0	109	1097	315	166	1889	115	428	2154	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	174	519	0	109	1097	315	166	1889	115	428	2154	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.04	0.25	0.22	0.06	0.43	0.08	0.15	0.37	0.00
Crit Volume:	87			366			630			214		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	7	0	247	0	0	0	0	1826	182	163	2575	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:	7	0	247	0	0	0	0	1826	182	163	2575	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	247	0	0	0	0	1826	182	163	2575	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	247	0	0	0	0	1826	182	163	2575	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:	7	0	247	0	0	0	0	1826	182	163	2575	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.73	0.27	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4092	408	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.45	0.45	0.11	0.57	0.00
Crit Volume:			247	0			0			858		
Crit Moves:			****				****			****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	158	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	296	649	398	384	797	245	143	1284	175	533	1723	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	649	398	384	797	245	143	1284	175	533	1723	260
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	296	649	0	384	797	0	143	1284	0	533	1723	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	649	0	384	797	0	143	1284	0	533	1723	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	296	649	0	384	797	0	143	1284	0	533	1723	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.00	0.13	0.27	0.00	0.05	0.30	0.00	0.18	0.40	0.00
Crit Volume:	148			399			428			267		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.600
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	3	809	96	76	1563	14	12	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	809	96	76	1563	14	12	8	6	52	6	62
User Adj:	1.00	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:	3	809	96	76	1563	14	12	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	809	96	76	1563	14	12	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	809	96	76	1563	14	12	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2592	308	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	3			789			20			58		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	815	90	158	1481	0	0	0	0	5	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	815	90	158	1481	0	0	0	0	5	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	815	90	158	1481	0	0	0	0	5	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	815	90	158	1481	0	0	0	0	5	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	815	90	158	1481	0	0	0	0	5	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2702	298	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0				741			0		5		
Crit Moves:	****				****					****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	50	808	42	47	1345	31	6	21	125	152	23	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	808	42	47	1345	31	6	21	125	152	23	144
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	808	42	47	1345	0	6	21	125	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	808	42	47	1345	0	6	21	125	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	808	42	47	1345	0	6	21	125	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2757	143	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0				673				125		175	
Crit Moves:	****				****				****		****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.281
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	265	0	30	26	249	0	1	262	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	265	0	30	26	249	0	1	262	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	265	0	30	26	249	0	1	262	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	265	0	30	26	249	0	1	262	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	265	0	30	26	249	0	1	262	47
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:		0		265			26				131	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	55	0	89	0	0	0	0	2200	249	369	1860	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:	55	0	89	0	0	0	0	2200	249	369	1860	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	89	0	0	0	0	2200	249	369	1860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	89	0	0	0	0	2200	249	369	1860	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:	55	0	89	0	0	0	0	2200	249	369	1860	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.17	0.25	0.41	0.00
Crit Volume:			89	0				733		369		
Crit Moves:			****					****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.802
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	0	0 1	1	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	14	3	11		243	5	315		94	2680	7		40	2372	292	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	3	11		243	5	315		94	2680	7		40	2372	292	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	3	11		243	5	315		94	2680	7		40	2372	292	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	3	11		243	5	315		94	2680	7		40	2372	292	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	3	11		243	5	315		94	2680	7		40	2372	292	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.65	0.35	1.00		1.96	0.04	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2388	512	1450		2842	58	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.09	0.09	0.22		0.06	0.62	0.00		0.03	0.55	0.20	
Crit Volume:	9						315			893			40			
Crit Moves:	****						****			****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap.(X): 0.838
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 115 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Ovl				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:	0	1	0	0 1	2	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5	2	11		1101	3	290		186	2089	3		15	1914	692	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	2	11		1101	3	290		186	2089	3		15	1914	692	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	2	11		1101	3	290		186	2089	3		15	1914	692	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2	11		1101	3	290		186	2089	3		15	1914	692	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2	11		1101	3	290		186	2089	3		15	1914	692	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.71	0.29	1.00		2.99	0.01	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1071	429	1500		4488	12	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.25	0.25	0.19		0.12	0.46	0.00		0.01	0.43	0.46	
Crit Volume:			11		368				186						692	
Crit Moves:			****		****				****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.917
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	651	99	298	35	194	222	69	2308	716	247	2453	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:	651	99	298	35	194	222	69	2308	716	247	2453	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	651	99	0	35	194	222	69	2308	0	247	2453	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	651	99	0	35	194	222	69	2308	0	247	2453	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	651	99	0	35	194	222	69	2308	0	247	2453	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.60	0.40	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3776	574	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.07	0.15	0.02	0.53	0.00	0.09	0.56	0.02
Crit Volume:	250					222		769		124		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	210	85	262	8	172	80	35	2886	160	256	2231	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	85	262	8	172	80	35	2886	160	256	2231	97
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	210	85	0	8	172	0	35	2886	0	256	2231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	85	0	8	172	0	35	2886	0	256	2231	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	210	85	0	8	172	0	35	2886	0	256	2231	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	0.58	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2064	836	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.01	0.12	0.00	0.01	0.50	0.00	0.09	0.38	0.00
Crit Volume:		148			172			722		128		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	113	0	443	609	1828	2	7	2117	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	0	0	113	0	443	609	1828	2	7	2117	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	113	0	443	609	1828	2	7	2117	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	113	0	443	609	1828	2	7	2117	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	0	0	113	0	443	609	1828	2	7	2117	134
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.42	0.42	0.00	0.49	0.09
Crit Volume:	2			57			305				706	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.821
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	377	315	137	491	372	139	222	2358	345	232	2185	760
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	315	137	491	372	139	222	2358	345	232	2185	760
User Adj:	1.00	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:	377	315	137	491	372	139	222	2358	345	232	2185	760
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	315	137	491	372	139	222	2358	345	232	2185	760
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	377	315	137	491	372	139	222	2358	345	232	2185	760
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.07	0.09	0.17	0.09	0.10	0.08	0.41	0.24	0.08	0.50	0.52
Crit Volume:		105			245			111			728	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec):	120	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	19	1	28	90	1	148	166	3038	41	34	2430	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	28	90	1	148	166	3038	41	34	2430	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	1	0	90	1	0	166	3038	0	34	2430	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	90	1	0	166	3038	0	34	2430	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	1	0	90	1	0	166	3038	0	34	2430	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	1.98	0.02	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1378	73	1450	2868	32	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.06	0.52	0.00	0.02	0.42	0.00
Crit Volume:		20			46			760			34	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	2130	156	118	1759	0	0	0	0	77	0	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:	0	2130	156	118	1759	0	0	0	0	77	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:	1.00	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	2130	156	118	1759	0	0	0	0	77	0	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2130	156	118	1759	0	0	0	0	77	0	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2130	156	118	1759	0	0	0	0	77	0	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.10	0.08	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.05
Crit Volume:		710			118			0			77	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	481	524	85	376	920	37	37	693	394	192	427	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	481	524	85	376	920	37	37	693	394	192	427	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	481	524	85	376	920	37	37	693	394	192	427	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	481	524	85	376	920	37	37	693	394	192	427	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	481	524	85	376	920	37	37	693	394	192	427	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.06	0.13	0.21	0.03	0.03	0.24	0.27	0.13	0.15	0.08
Crit Volume:	240			307			347			192		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	216	1684	8	11	1855	60	150	27	258	5	13	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:	216	1684	8	11	1855	60	150	27	258	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1684	8	11	1855	60	150	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1684	8	11	1855	60	150	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1684	8	11	1855	60	150	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2458	442	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	216			618			89			24		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.495
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	58	0	51	0	0	0	0	1165	148	102	973	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:	58	0	51	0	0	0	0	1165	148	102	973	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	51	0	0	0	0	1165	148	102	973	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	51	0	0	0	0	1165	148	102	973	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:	58	0	51	0	0	0	0	1165	148	102	973	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.03	0.00	0.00	0.00	0.00	0.39	0.10	0.07	0.32	0.00
Crit Volume:	58				0			583		102		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.615
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	28	1499	124	315	1841	5	105	200	133	34	21	191
Growth Adj:	1.00	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	1499	124	315	1841	5	105	200	133	34	21	191
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1499	0	315	1841	5	105	200	133	34	21	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1499	0	315	1841	5	105	200	133	34	21	191
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1499	0	315	1841	5	105	200	133	34	21	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4338	12	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.11	0.42	0.42	0.07	0.14	0.09	0.02	0.01	0.13
Crit Volume:		500			158			200		34		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.611
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	107	1891	0	0	1593	242	360	0	339	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:	107	1891	0	0	1593	242	360	0	339	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	107	1891	0	0	1593	242	360	0	339	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	107	1891	0	0	1593	242	360	0	339	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:	107	1891	0	0	1593	242	360	0	339	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.42	0.00	0.00	0.35	0.16	0.12	0.00	0.23	0.00	0.00	0.00				
Crit Volume:		630		0					339	0						
Crit Moves:		****		****					****							

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.806
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	760	1263	31	221	1714	76	112	391	706	45	214	65				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	760	1263	31	221	1714	76	112	391	706	45	214	65				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:	760	1263	0	221	1714	0	112	391	0	45	214	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	760	1263	0	221	1714	0	112	391	0	45	214	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
FinalVolume:	760	1263	0	221	1714	0	112	391	0	45	214	0				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00				
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450				
Capacity Analysis Module:																
Vol/Sat:	0.26	0.29	0.00	0.08	0.39	0.00	0.04	0.13	0.00	0.02	0.07	0.00				
Crit Volume:	380				571			196		23						
Crit Moves:	****				****			****		****						

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	108	1184	19	5	1363	12	5	7	105	30	7	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1184	19	5	1363	12	5	7	105	30	7	1
User Adj:	1.00	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:	108	1184	19	5	1363	12	5	7	105	30	7	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	1184	19	5	1363	12	5	7	105	30	7	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	108	1184	19	5	1363	12	5	7	105	30	7	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.42	0.58	1.00	0.79	0.18	0.03
Final Sat.:	1450	2900	1450	1450	2900	1450	604	846	1450	1145	267	38
Capacity Analysis Module:												
Vol/Sat:	0.07	0.41	0.01	0.00	0.47	0.01	0.01	0.01	0.07	0.03	0.03	0.03
Crit Volume:	108				682				105			38
Crit Moves:	****				****				****			****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0 1	0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	114	780	32	27	1137	24	22	3	82	16	3	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:	114	780	32	27	1137	24	22	3	82	16	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	780	32	27	1137	24	22	3	82	16	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	780	32	27	1137	24	22	3	82	16	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	780	32	27	1137	24	22	3	82	16	3	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.88	0.12	1.00	0.84	0.16	1.00
Final Sat.:	1450	2786	114	1450	2840	60	1276	174	1450	1221	229	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.02	0.40	0.40	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	114					581		25			19	
Crit Moves:	****					****		****			****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.741
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1	424	138	334	1091	198	42	996	4	62	857	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	424	138	334	1091	198	42	996	4	62	857	253
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	424	0	334	1091	0	42	996	0	62	857	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	424	0	334	1091	0	42	996	0	62	857	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	424	0	334	1091	0	42	996	0	62	857	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.12	0.38	0.00	0.01	0.34	0.00	0.02	0.30	0.00
Crit Volume:	0			546			498			31		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	43	6	6	13	81	256	33	827	67	38	636	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:	43	6	6	13	81	256	33	827	67	38	636	9
User Adj:	1.00	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:	43	6	6	13	81	256	33	827	67	38	636	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	6	6	13	81	256	33	827	67	38	636	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	6	6	13	81	256	33	827	67	38	636	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.11	0.11	0.14	0.86	1.00	1.00	1.85	0.15	1.00	1.97	0.03
Final Sat.:	1134	158	158	201	1249	1450	1450	2683	217	1450	2860	40
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.18	0.02	0.31	0.31	0.03	0.22	0.22
Crit Volume:		55				256		447		38		
Crit Moves:		****				****		****		****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.744
Loss Time (sec): 9 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			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	273	350	318	522	0	0	0	0	462	0	434
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	273	350	318	522	0	0	0	0	462	0	434
User Adj:	1.00	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	273	350	318	522	0	0	0	0	462	0	434
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	273	350	318	522	0	0	0	0	462	0	434
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	273	350	318	522	0	0	0	0	462	0	434
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.03	0.00	0.97
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1547	0	1453
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.35	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Volume:			350	318				0		448		
Crit Moves:			****	****						****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	2 0	1	1	0 2 0
Volume Module:												
Base Vol:	7	1	12	13	0	128	176	438	23	12	301	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:	7	1	12	13	0	128	176	438	23	12	301	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:	7	1	12	13	0	128	176	438	23	12	301	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	12	13	0	128	176	438	23	12	301	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:	7	1	12	13	0	128	176	438	23	12	301	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.05	0.60	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	508	73	870	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:			20			128	176				151	
Crit Moves:		****				****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap.(X): 0.447
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	112	1003	0		2	1018	64		25	0	49		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	1003	0		2	1018	64		25	0	49		0	0	1	
User Adj:	1.00	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:	112	1003	0		2	1018	64		25	0	49		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	1003	0		2	1018	64		25	0	49		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	112	1003	0		2	1018	64		25	0	49		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	0	1500		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33	0.00		0.00	0.34	0.04		0.02	0.00	0.03		0.00	0.00	0.00	
Crit Volume:	112					509					49		0			
Crit Moves:	****					****					****		****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	231	774	3		1	833	171		190	2	236		3	5	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	774	3		1	833	171		190	2	236		3	5	3	
User Adj:	1.00	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:	231	774	3		1	833	171		190	2	236		3	5	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	774	3		1	833	171		190	2	236		3	5	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	231	774	3		1	833	171		190	2	236		3	5	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.38	0.62	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	13	1487		563	938	1500	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.00		0.00	0.28	0.11		0.06	0.16	0.16		0.01	0.01	0.00	
Crit Volume:	231					417				238			3			
Crit Moves:	****					****				****			****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.558
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	104	1144	32	270	1427	212	95	470	564	44	373	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1144	32	270	1427	212	95	470	564	44	373	225
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1144	0	270	1427	0	95	470	0	44	373	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1144	0	270	1427	0	95	470	0	44	373	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1144	0	270	1427	0	95	470	0	44	373	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.09	0.33	0.00	0.07	0.16	0.00	0.02	0.13	0.00
Crit Volume:	52			476			95			187		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	180	1303	59	107	1449	55	203	12	337	128	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	1303	59	107	1449	55	203	12	337	128	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	1303	59	107	1449	55	203	12	337	128	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	1303	59	107	1449	55	203	12	337	128	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	1303	59	107	1449	55	203	12	337	128	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4162	188	1450	4191	159	2738	162	1450	1406	44	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.07	0.35	0.35	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	180			501			337		132			
Crit Moves:	****			****			****		****			

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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			Ovl			Ovl			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:	2	0 3	0 1	1	0 3	0 1	1	1 0	1 0	0	1 0	1 0
Volume Module:												
Base Vol:	348	1809	71	45	2086	332	263	94	155	56	135	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	348	1809	71	45	2086	332	263	94	155	56	135	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	348	1809	71	45	2086	332	263	94	155	56	135	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	348	1809	71	45	2086	332	263	94	155	56	135	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	348	1809	71	45	2086	332	263	94	155	56	135	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.54	0.55	0.91	0.53	1.27	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2230	798	1322	766	1847	287
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.03	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	174			695			171			106		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.550
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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 2	0 1	1	0 2	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	266	1017	13	4	986	59	90	7	476	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1017	13	4	986	59	90	7	476	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1017	13	4	986	59	90	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1017	13	4	986	59	90	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1017	13	4	986	59	90	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2784	216	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			493			49			18		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.655
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	311	1122	265	78	856	45	72	403	177	212	292	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1122	265	78	856	45	72	403	177	212	292	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	1122	265	78	856	45	72	403	177	212	292	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	1122	265	78	856	45	72	403	177	212	292	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	311	1122	265	78	856	45	72	403	177	212	292	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1379	71
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.18	0.03	0.20	0.03	0.05	0.14	0.12	0.07	0.21	0.21
Crit Volume:	156			285			202			307		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	494	1534	312	67	1088	36	35	85	324	382	124	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1534	312	67	1088	36	35	85	324	382	124	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	1534	312	67	1088	36	35	85	324	382	124	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1534	312	67	1088	36	35	85	324	382	124	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	494	1534	312	67	1088	36	35	85	324	382	124	125
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.82	0.59	0.59
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2635	854	861
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.22	0.02	0.25	0.02	0.02	0.06	0.22	0.14	0.15	0.15
Crit Volume:	247			363			85			211		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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	3	0	1	1	0	3	0	1	1	0	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	24	1261	31	13	936	289	318	17	39	33	14	17
Growth Adj:	1.00	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	1261	31	13	936	289	318	17	39	33	14	17
User Adj:	1.00	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	1261	31	13	936	289	318	17	39	33	14	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1261	31	13	936	289	318	17	39	33	14	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1261	31	13	936	289	318	17	39	33	14	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.45	0.55
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	655	795
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.22	0.20	0.22	0.04	0.04	0.01	0.02	0.02
Crit Volume:		420		13			318					31
Crit Moves:		****		****			****					****

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	1	0	0	1	0	1	0	1
Volume Module:												
Base Vol:	39	1410	63	5	1774	50	62	12	66	38	17	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1410	63	5	1774	50	62	12	66	38	17	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1410	63	5	1774	50	62	12	66	38	17	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1410	63	5	1774	50	62	12	66	38	17	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	1410	63	5	1774	50	62	12	66	38	17	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.18	0.82
Final Sat.:	1500	2872	128	1500	2918	82	1500	1500	1500	1500	274	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.61	0.61	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	39					912	62					93
Crit Moves:	****					****	****					****

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap.(X): 0.907
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	2	1 0	1	0	2	1 0	1	0	0	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	32	2043	58		7	2272	204		25	0	241		249	0	28	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	32	2043	58		7	2272	204		25	0	241		249	0	28	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	32	2043	58		7	2272	204		25	0	241		249	0	28	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	32	2043	58		7	2272	204		25	0	241		249	0	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:	32	2043	58		7	2272	204		25	0	241		249	0	28	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	2.92	0.08		1.00	2.75	0.25		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1450	4230	120		1450	3992	358		1450	0	1450		1450	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.48	0.48		0.00	0.57	0.57		0.02	0.00	0.17		0.17	0.00	0.02	
Crit Volume:	0				825						241		249			
Crit Moves:	****				****						****		****			

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	2	1 0	1	0	2	1 0	0	0	1!	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	9	2060	37		36	2384	83		51	18	11		90	22	68	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	9	2060	37		36	2384	83		51	18	11		90	22	68	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	9	2060	37		36	2384	83		51	18	11		90	22	68	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	9	2060	37		36	2384	83		51	18	11		90	22	68	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	9	2060	37		36	2384	83		51	18	11		90	22	68	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.95	0.05		1.00	2.90	0.10		0.64	0.22	0.14		0.50	0.12	0.38	
Final Sat.:	1500	4421	79		1500	4349	151		956	338	206		750	183	567	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.47	0.47		0.02	0.55	0.55		0.05	0.05	0.05		0.12	0.12	0.12	
Crit Volume:	9				822				51				180			
Crit Moves:	****				****				****				****			

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	2	0	0	0	1
Volume Module:												
Base Vol:	0	1531	38	84	1723	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1531	38	84	1723	0	0	0	0	49	0	60
User Adj:	1.00	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	1531	38	84	1723	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1531	38	84	1723	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1531	38	84	1723	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2927	73	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.06	0.57	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			785	84				0		49		
Crit Moves:			****	****						****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	1	1	0	1	0	2	0	0	0	1
Volume Module:												
Base Vol:	0	807	11	285	874	0	0	0	0	3	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	807	11	285	874	0	0	0	0	3	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	807	11	285	874	0	0	0	0	3	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	807	11	285	874	0	0	0	0	3	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	807	11	285	874	0	0	0	0	3	0	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2960	40	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.19	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:		409		285				0		3		
Crit Moves:		****		****						****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap.(X): 0.749
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	813	85	242	1654	19	1	3	4	233	4	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	813	85	242	1654	19	1	3	4	233	4	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	813	85	242	1654	19	1	3	4	233	4	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	813	85	242	1654	19	1	3	4	233	4	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	813	85	242	1654	19	1	3	4	233	4	277
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2626	274	1450	2867	33	181	544	725	1426	24	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.17	0.58	0.58	0.01	0.01	0.01	0.16	0.16	0.19
Crit Volume:	5			837			8			237		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.795
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	60	842	15	11	1804	75	65	1	27	81	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	842	15	11	1804	75	65	1	27	81	6	23
User Adj:	1.00	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:	60	842	15	11	1804	75	65	1	27	81	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	842	15	11	1804	75	65	1	27	81	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	60	842	15	11	1804	75	65	1	27	81	6	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	1.00	0.93	0.07	1.00
Final Sat.:	1450	2900	1450	1450	2784	116	1428	22	1450	1350	100	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.01	0.01	0.65	0.65	0.05	0.05	0.02	0.06	0.06	0.02
Crit Volume:	60					940		66			87	
Crit Moves:	****					****		****			****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.447
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	486	171	29	1107	0	0	0	0	117	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	486	171	29	1107	0	0	0	0	117	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	486	171	29	1107	0	0	0	0	117	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	486	171	29	1107	0	0	0	0	117	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	486	171	29	1107	0	0	0	0	117	0	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.11	0.02	0.37	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:	0				554			0		117		
Crit Moves:	****				****					****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec):	120	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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:	Ovl			Ovl			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 0 1	1	0	0 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	70	0	172	200	0	213	105	1198	80	442	1123	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	172	200	0	213	105	1198	80	442	1123	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	172	200	0	213	105	1198	80	442	1123	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	172	200	0	213	105	1198	80	442	1123	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	0	172	200	0	213	105	1198	80	442	1123	238
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.12	0.14	0.00	0.15	0.07	0.41	0.06	0.30	0.39	0.16
Crit Volume:		0			200			599		442		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	211	881	28	15	1252	51	21	2	99	22	1	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:	211	881	28	15	1252	51	21	2	99	22	1	8
User Adj:	1.00	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:	211	881	28	15	1252	51	21	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	881	28	15	1252	51	21	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	211	881	28	15	1252	51	21	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	0.91	0.09	1.00	0.96	0.04	1.00
Final Sat.:	1450	2811	89	1450	2786	114	1324	126	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.31	0.31	0.01	0.45	0.45	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	211					652		23			23	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.553
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	45	652	8	40	1252	81	71	0	29	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	652	8	40	1252	81	71	0	29	15	3	19
User Adj:	1.00	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	652	8	40	1252	81	71	0	29	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	652	8	40	1252	81	71	0	29	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	652	8	40	1252	81	71	0	29	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2865	35	1450	2724	176	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.03	0.46	0.46	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	45					667	71					19
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec):	120	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	769	32	96	1242	63	31	11	24	44	13	383
Growth Adj:	1.00	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	769	32	96	1242	63	31	11	24	44	13	383
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	769	32	96	1242	63	31	11	24	44	13	383
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	769	32	96	1242	63	31	11	24	44	13	383
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	769	32	96	1242	63	31	11	24	44	13	383
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.90	0.10	0.74	0.26	1.00	1.54	0.46	1.00
Final Sat.:	1450	2784	116	1450	2760	140	1070	380	1450	2239	661	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.28	0.28	0.07	0.45	0.45	0.03	0.03	0.02	0.02	0.02	0.26
Crit Volume:	26			653			42					383
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	90	276	23	20	946	14	6	0	92	37	0	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:	90	276	23	20	946	14	6	0	92	37	0	9
User Adj:	1.00	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:	90	276	23	20	946	14	6	0	92	37	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	276	23	20	946	14	6	0	92	37	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	276	23	20	946	14	6	0	92	37	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.85	0.15	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2677	223	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.01	0.33	0.01	0.00	0.00	0.06	0.03	0.00	0.01
Crit Volume:	90			473					92	37		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.654
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	84	0	471	0	0	0	0	1321	859	125	1879	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:	84	0	471	0	0	0	0	1321	859	125	1879	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	84	0	0	0	0	0	0	1321	0	125	1879	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	0	0	0	0	0	0	1321	0	125	1879	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	84	0	0	0	0	0	0	1321	0	125	1879	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.08	0.63	0.00
Crit Volume:	42				0			0			940	
Crit Moves:	****						****				****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	318	0	1091	72	563	540	0	749	185	577	1058	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	318	0	1091	72	563	540	0	749	185	577	1058	371
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	318	0	1091	72	563	0	0	749	185	577	1058	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	318	0	1091	72	563	0	0	749	185	577	1058	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	318	0	1091	72	563	0	0	749	185	577	1058	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.36	0.05	0.19	0.00	0.00	0.12	0.12	0.19	0.24	0.00
Crit Volume:			546	72			0			353		
Crit Moves:			****	****			****			****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.783		
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	66	Level Of Service:	C		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	860	0	252	0	1406	554	0	1644	1148
Growth Adj:	1.00	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	860	0	252	0	1406	554	0	1644	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	860	0	252	0	1406	0	0	1644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	860	0	252	0	1406	0	0	1644	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	860	0	252	0	1406	0	0	1644	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.16	0.00	0.44	0.00	0.00	0.51	0.00
Crit Volume:			0			430			0			822
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.560		
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	33	Level Of Service:	A		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	0	2
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	1136	538	604	917	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	0	0	0	0	1136	538	604	917	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	1136	538	604	917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	1136	538	604	917	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	1136	538	604	917	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.36	0.20	0.31	0.00
Crit Volume:	0			0					538	302		
Crit Moves:									****	****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.737
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	585	0	612	0	0	0	0	2400	603	0	2139	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	585	0	612	0	0	0	0	2400	603	0	2139	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	585	0	612	0	0	0	0	2400	0	0	2139	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	0	612	0	0	0	0	2400	0	0	2139	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	585	0	612	0	0	0	0	2400	0	0	2139	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.48	0.00
Crit Volume:			306	0				800		0		
Crit Moves:			****					****		****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.718
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	445	0	572	0	2565	285	0	2158	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	445	0	572	0	2565	285	0	2158	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	445	0	0	0	2565	0	0	2158	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	445	0	0	0	2565	0	0	2158	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	445	0	0	0	2565	0	0	2158	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.57	0.00	0.00	0.48	0.00
Crit Volume:			0	223				855		0		
Crit Moves:				****				****		****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	39	Level Of Service:	B	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	0	1559	232	0	836	0	0	0	0	902	0	421
Growth Adj:	1.00	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	1559	232	0	836	0	0	0	0	902	0	421
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1559	0	0	836	0	0	0	0	902	0	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1559	0	0	836	0	0	0	0	902	0	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1559	0	0	836	0	0	0	0	902	0	421
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Volume:		520		0			0					421
Crit Moves:		****		****								****

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap.(X):	0.853	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	98	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			Ignore			Ignore			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:	2	0	3 0	0	0	3	0	1	0	0	0	0 0	1
Volume Module:												
Base Vol:	1333	1746	0	0	1838	283	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1333	1746	0	0	1838	283	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1333	1746	0	0	1838	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1333	1746	0	0	1838	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1333	1746	0	0	1838	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	667				613		0				0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	80	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2843	452	564	1582	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2843	452	564	1582	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2843	0	564	1582	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2843	0	564	1582	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2843	0	564	1582	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.19	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		948		282			0				0	
Crit Moves:		****		****								

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap.(X):	0.962
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	184	475	605	698	0	300	363	1510	306	0	2711	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	184	475	605	698	0	300	363	1510	306	0	2711	274
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	184	475	0	698	0	300	363	1510	306	0	2711	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	184	475	0	698	0	300	363	1510	306	0	2711	274
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	184	475	0	698	0	300	363	1510	306	0	2711	274
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.80	0.00	1.20	2.00	1.66	0.34	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	4057	0	1743	2900	2411	489	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.17	0.00	0.17	0.13	0.63	0.63	0.00	0.47	0.19
Crit Volume:		238		249				908		0		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	53	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	18	1	10	393	0	30	54	555	4	4	514	228
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	393	0	30	54	555	4	4	514	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	393	0	30	54	555	4	4	514	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	393	0	30	54	555	4	4	514	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	393	0	30	54	555	4	4	514	228
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.39	0.61
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	2009	891
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.27	0.00	0.02	0.04	0.19	0.19	0.00	0.26	0.26
Crit Volume:		11		393			54					371
Crit Moves:	****			****			****					****

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.892	
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	D	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1444	91	87	1520	0	0	368	192	84	0	484
Growth Adj:	1.00	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	1444	91	87	1520	0	0	368	192	84	0	484
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1444	0	87	1520	0	0	368	192	84	0	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1444	0	87	1520	0	0	368	192	84	0	484
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1444	0	87	1520	0	0	368	192	84	0	484
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.06	0.52	0.00	0.00	0.13	0.13	0.03	0.00	0.33
Crit Volume:		722		87			0					484
Crit Moves:	****			****			****					****

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap.(X): 0.412
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	19	0	273	0	0	0	0	575	72	276	178	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:	19	0	273	0	0	0	0	575	72	276	178	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	273	0	0	0	0	575	72	276	178	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	273	0	0	0	0	575	72	276	178	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:	19	0	273	0	0	0	0	575	72	276	178	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2666	334	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.22	0.22	0.18	0.06	0.00
Crit Volume:	19				0				324	276		
Crit Moves:	****								****	****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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	2	0	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	131	498	0	0	1098	56	64	0	351	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:	131	498	0	0	1098	56	64	0	351	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	498	0	0	1098	56	64	0	351	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	498	0	0	1098	56	64	0	351	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:	131	498	0	0	1098	56	64	0	351	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.00	0.00	0.37	0.04	0.04	0.00	0.23	0.00	0.00	0.00
Crit Volume:	131				549				351	0		
Crit Moves:	****				****				****			

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	47	641	0	251	1448	73	65	9	511	0	4	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:	47	641	0	251	1448	73	65	9	511	0	4	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	641	0	251	1448	73	65	9	511	0	4	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	641	0	251	1448	73	65	9	511	0	4	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:	47	641	0	251	1448	73	65	9	511	0	4	99
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.03	1.97	0.00	0.04	0.96
Final Sat.:	1500	3000	0	1500	3000	1500	1500	52	2948	0	58	1442
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.17	0.48	0.05	0.04	0.17	0.17	0.00	0.07	0.07
Crit Volume:	47			724					260	0		
Crit Moves:	****			****					****	****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	78	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	169	0	0	0	0	1687	0	74	3568	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	169	0	0	0	0	1687	0	74	3568	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	169	0	0	0	0	1687	0	74	3568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	169	0	0	0	0	1687	0	74	3568	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	169	0	0	0	0	1687	0	74	3568	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.00	0.05	0.59	0.00
Crit Volume:			169	0				0			892	
Crit Moves:			****					****			****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.684
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	252	606	131	326	0	0	0	0	1082	0	456
Growth Adj:	1.00	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	252	606	131	326	0	0	0	0	1082	0	456
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	252	0	131	326	0	0	0	0	1082	0	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	252	0	131	326	0	0	0	0	1082	0	456
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	252	0	131	326	0	0	0	0	1082	0	456
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.41	0.00	0.59
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2111	0	889
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.09	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		126		131					0	769		
Crit Moves:		****		****						****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	47	0	650	0	0	0	0	30	14	1125	124	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:	47	0	650	0	0	0	0	30	14	1125	124	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	0	0	0	0	0	30	14	1125	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	0	0	0	0	0	30	14	1125	124	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	0	0	0	0	0	0	30	14	1125	124	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.38	0.08	0.00
Crit Volume:	47				0			30		563		
Crit Moves:	****							****		****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.622
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	12	88	69	178	66	110	260	422	10	113	1129	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	88	69	178	66	110	260	422	10	113	1129	335
User Adj:	1.00	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:	12	88	69	178	66	110	260	422	10	113	1129	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	88	69	178	66	110	260	422	10	113	1129	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	88	69	178	66	110	260	422	10	113	1129	335
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.05	0.12	0.05	0.08	0.18	0.10	0.01	0.08	0.26	0.23
Crit Volume:		88		178			260				376	
Crit Moves:		****		****			****				****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	28	1655	23	166	1432	782	311	0	9	0	0	307
Growth Adj:	1.00	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	1655	23	166	1432	782	311	0	9	0	0	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1655	23	166	1432	782	311	0	9	0	0	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1655	23	166	1432	782	311	0	9	0	0	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	1655	23	166	1432	782	311	0	9	0	0	307
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.02	0.11	0.33	0.54	0.11	0.00	0.01	0.00	0.00	0.21
Crit Volume:		552		0			156					307
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	717	26	200	1241	0	0	0	0	62	0	265
Growth Adj:	1.00	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	717	26	200	1241	0	0	0	0	62	0	265
User Adj:	1.00	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	717	26	200	1241	0	0	0	0	62	0	265
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	717	26	200	1241	0	0	0	0	62	0	265
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	717	26	200	1241	0	0	0	0	62	0	265
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.02	0.07	0.28	0.00	0.00	0.00	0.00	0.02	0.00	0.18
Crit Volume:		359			0			0				265
Crit Moves:		****			****							****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.407
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1682	57	10	1406	0	0	0	0	30	0	10
Growth Adj:	1.00	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	1682	57	10	1406	0	0	0	0	30	0	10
User Adj:	1.00	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	1682	57	10	1406	0	0	0	0	30	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1682	57	10	1406	0	0	0	0	30	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1682	57	10	1406	0	0	0	0	30	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.75	0.00	0.25
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1125	0	375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.04	0.01	0.31	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		561			10			0				40
Crit Moves:		****			****							****

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.303
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	298	0	167	0	0	0	0	12	81	67	9	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:	298	0	167	0	0	0	0	12	81	67	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	0	167	0	0	0	0	12	81	67	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	0	167	0	0	0	0	12	81	67	9	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:	298	0	167	0	0	0	0	12	81	67	9	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.88	0.12	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1322	178	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.11	0.00	0.00	0.00	0.00	0.01	0.05	0.05	0.05	0.00
Crit Volume:	298			0					81		76	
Crit Moves:	****								****		****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.434
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	76	153	54	4	132	13	8	16	124	18	345	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	153	54	4	132	13	8	16	124	18	345	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	76	153	54	4	132	13	8	16	124	18	345	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	76	153	54	4	132	13	8	16	124	18	345	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	76	153	54	4	132	13	8	16	124	18	345	305
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.33	0.67	1.00	0.05	0.95	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	483	967	1450	72	1378	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.04	0.00	0.05	0.01	0.02	0.02	0.09	0.25	0.25	0.21
Crit Volume:	76			66					124		363	
Crit Moves:	****				****				****		****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 98 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:	0	0	1	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	0	447	31	379	905	0	0	0	0	139	0	310
Growth Adj:	1.00	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	447	31	379	905	0	0	0	0	139	0	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	447	31	379	905	0	0	0	0	139	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	447	31	379	905	0	0	0	0	139	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	447	31	379	905	0	0	0	0	139	0	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.02	0.25	0.60	0.00	0.00	0.00	0.00	0.09	0.00	0.21
Crit Volume:	0				905			0				310
Crit Moves:	****				****							****

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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:	0	0	0	0	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	76	0	915	470	2204	0	0	2146	97
Growth Adj:	1.00	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	76	0	915	470	2204	0	0	2146	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	0	470	2204	0	0	2146	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	0	470	2204	0	0	2146	97
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:	0	0	0	76	0	0	470	2204	0	0	2146	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.31	0.49	0.00	0.00	0.48	0.06
Crit Volume:				76			470				715	
Crit Moves:				****			****				****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
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	2	0 1	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	61	1401	0		35	1138	105		58	1	51		0	3	29	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	61	1401	0		35	1138	105		58	1	51		0	3	29	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	61	1401	0		35	1138	105		58	1	51		0	3	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	61	1401	0		35	1138	105		58	1	51		0	3	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		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	61	1401	0		35	1138	105		58	1	51		0	3	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	0.02	0.98		0.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2655	245		1450	28	1422		0	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.48	0.00		0.02	0.43	0.43		0.04	0.04	0.04		0.00	0.00	0.00	
Crit Volume:		701			35				58					3		
Crit Moves:		****			****				****					****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.435
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				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	1	0	0	0 0	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	25	1	30		45	0	0		0	943	15		18	1048	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:	25	1	30		45	0	0		0	943	15		18	1048	64	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	25	1	30		45	0	0		0	943	15		18	1048	64	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	25	1	30		45	0	0		0	943	15		18	1048	64	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	25	1	30		45	0	0		0	943	15		18	1048	64	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.96	0.04	1.00		1.00	0.00	0.00		1.00	1.97	0.03		1.00	1.88	0.12	
Final Sat.:	1394	56	1450		1450	0	0		1450	2855	45		1450	2733	167	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.02	0.02		0.03	0.00	0.00		0.00	0.33	0.33		0.01	0.38	0.38	
Crit Volume:			30		45				0						556	
Crit Moves:			****		****				****						****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap.(X): 0.208
Loss Time (sec): 0 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:	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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	52	0	0	0	0	417	2	51	252	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:	6	0	52	0	0	0	0	417	2	51	252	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	52	0	0	0	0	417	2	51	252	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	52	0	0	0	0	417	2	51	252	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:	6	0	52	0	0	0	0	417	2	51	252	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.14	0.00	0.03	0.08	0.00
Crit Volume:			52	0				209		51		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.728
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	434	1004	0	0	1082	49	24	0	117	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:	434	1004	0	0	1082	49	24	0	117	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	1004	0	0	1082	49	24	0	117	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1004	0	0	1082	49	24	0	117	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:	434	1004	0	0	1082	49	24	0	117	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.33	0.00	0.00	0.36	0.03	0.02	0.00	0.08	0.00	0.00	0.00
Crit Volume:	434				541				117	0		
Crit Moves:	****				****				****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap.(X):	0.729
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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:	0	0	0	0	0	0	1	0	4	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	234	2350	0	0	2799	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	0	0	234	2350	0	0	2799	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	234	2350	0	0	2799	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	234	2350	0	0	2799	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	234	2350	0	0	2799	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.37	0.00	0.00	0.58	0.11
Crit Volume:	0			0			234				933	
Crit Moves:							****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	1523	166	0	0	52	0	0	0	860	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:	1523	166	0	0	52	0	0	0	860	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1523	166	0	0	52	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1523	166	0	0	52	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1523	166	0	0	52	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.48	0.05	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	762				26		0				0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	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			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	25	1062	88	311	598	2	2	5	10	36	15	625
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1062	88	311	598	2	2	5	10	36	15	625
User Adj:	1.00	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:	25	1062	88	311	598	2	2	5	10	36	15	625
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1062	88	311	598	2	2	5	10	36	15	625
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	1062	88	311	598	2	2	5	10	36	15	625
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.06	0.21	0.14	0.00	0.00	0.00	0.01	0.02	0.01	0.43
Crit Volume:		354		0			2					625
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.360
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	18	1130	60	35	617	3	5	11	24	86	9	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:	18	1130	60	35	617	3	5	11	24	86	9	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1130	60	35	617	3	5	11	24	86	9	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1130	60	35	617	3	5	11	24	86	9	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1130	60	35	617	3	5	11	24	86	9	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.04	0.02	0.14	0.00	0.00	0.00	0.02	0.06	0.00	0.04
Crit Volume:		377		35					24	86		
Crit Moves:		****		****					****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	56	687	323	127	441	161	367	1570	22	397	1615	277
Growth Adj:	1.00	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	687	323	127	441	161	367	1570	22	397	1615	277
User Adj:	1.00	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:	56	687	323	127	441	161	367	1570	22	397	1615	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	687	323	127	441	161	367	1570	22	397	1615	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	56	687	323	127	441	161	367	1570	22	397	1615	277
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.22	0.04	0.10	0.11	0.13	0.36	0.02	0.14	0.37	0.19
Crit Volume:		229		64				523		199		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.679
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	66	582	212	13	864	425	157	199	30	115	337	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	582	212	13	864	425	157	199	30	115	337	3
User Adj:	1.00	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:	66	582	212	13	864	425	157	199	30	115	337	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	582	212	13	864	425	157	199	30	115	337	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	66	582	212	13	864	425	157	199	30	115	337	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.15	0.01	0.20	0.29	0.11	0.14	0.02	0.08	0.23	0.00
Crit Volume:	66					425	157				337	
Crit Moves:	****					****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	45	884	197	29	949	78	27	60	3	455	113	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:	45	884	197	29	949	78	27	60	3	455	113	9
User Adj:	1.00	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	884	197	29	949	78	27	60	3	455	113	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	884	197	29	949	78	27	60	3	455	113	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	884	197	29	949	78	27	60	3	455	113	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.14	0.02	0.22	0.05	0.02	0.02	0.00	0.31	0.04	0.01
Crit Volume:	45			316			30			455		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	154	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	17	482	461	113	642	631	461	1468	34	675	1372	152
Growth Adj:	1.00	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	482	461	113	642	631	461	1468	34	675	1372	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	482	461	113	642	631	461	1468	34	675	1372	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	482	461	113	642	631	461	1468	34	675	1372	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:	17	482	461	113	642	631	461	1468	34	675	1372	152
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.32	0.04	0.15	0.44	0.16	0.34	0.02	0.23	0.32	0.10
Crit Volume:	9					631		489		338		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.331
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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!	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	47	45	1	1	38	44	67	222	17	16	645	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	45	1	1	38	44	67	222	17	16	645	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	45	1	1	38	44	67	222	17	16	645	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	45	1	1	38	44	67	222	17	16	645	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	45	1	1	38	44	67	222	17	16	645	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.00	0.00	0.03	0.03	0.05	0.08	0.01	0.01	0.22	0.00
Crit Volume:	47					44	67				323	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.593
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	64	64	11	93	45	23	24	1936	82	57	1993	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	64	11	93	45	23	24	1936	82	57	1993	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	64	11	93	45	23	24	1936	82	57	1993	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	64	11	93	45	23	24	1936	82	57	1993	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	64	64	11	93	45	23	24	1936	82	57	1993	130
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.06	0.03	0.02	0.02	0.45	0.06	0.04	0.46	0.09
Crit Volume:		64			93			645		57		
Crit Moves:		****			****			****		****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	70	0	33	0	0	0	0	675	58	128	1083	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	0	33	0	0	0	0	675	58	128	1083	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	0	33	0	0	0	0	675	58	128	1083	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	0	33	0	0	0	0	675	58	128	1083	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:	70	0	33	0	0	0	0	675	58	128	1083	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.02	0.00	0.00	0.00	0.00	0.23	0.04	0.09	0.36	0.00
Crit Volume:	70			0			0			542		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.341
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	2	0	1
Volume Module:												
Base Vol:	50	72	73	5	48	55	48	231	47	52	684	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	72	73	5	48	55	48	231	47	52	684	1
User Adj:	1.00	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:	50	72	73	5	48	55	48	231	47	52	684	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	72	73	5	48	55	48	231	47	52	684	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	72	73	5	48	55	48	231	47	52	684	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.05	0.00	0.03	0.04	0.03	0.08	0.03	0.04	0.24	0.00
Crit Volume:	50						55	48			342	
Crit Moves:	****						****	****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.546
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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	0	1	0	1	1	0	3	0	1	0
Volume Module:												
Base Vol:	0	0	0	52	0	12	66	1606	0	0	2101	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	12	66	1606	0	0	2101	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	12	66	1606	0	0	2101	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	12	66	1606	0	0	2101	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	52	0	12	66	1606	0	0	2101	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.01	0.04	0.36	0.00	0.00	0.47	0.05
Crit Volume:			0			52		66			700	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	15	0	12	7	4	12	1658	84	0	1779	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:	0	15	0	12	7	4	12	1658	84	0	1779	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:	0	15	0	12	7	4	12	1658	84	0	1779	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	15	0	12	7	4	12	1658	84	0	1779	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:	0	15	0	12	7	4	12	1658	84	0	1779	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.01	0.00	0.00	0.01	0.38	0.06	0.00	0.41	0.02
Crit Volume:		15		12			12				593	
Crit Moves:		****		****			****				****	

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.461
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	74	977	169	0	1331	76	142	20	17	37	9	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	977	169	0	1331	76	142	20	17	37	9	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	977	169	0	1331	76	142	20	17	37	9	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	977	169	0	1331	76	142	20	17	37	9	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	977	169	0	1331	76	142	20	17	37	9	6
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.12	0.00	0.31	0.05	0.10	0.01	0.01	0.03	0.01	0.00
Crit Volume:	74				444		142				9	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.214
Loss Time (sec):	0	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:	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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	7	0	0	0	2	2	3	295	0	26	597	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:	7	0	0	0	2	2	3	295	0	26	597	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	0	0	2	2	3	295	0	26	597	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	0	0	2	2	3	295	0	26	597	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:	7	0	0	0	2	2	3	295	0	26	597	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.00	0.02	0.21	0.00
Crit Volume:	7				2		3				299	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec): 100 Critical Vol./Cap.(X): 0.285
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	14	1	49	0	1	5	2	277	9	65	724	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:	14	1	49	0	1	5	2	277	9	65	724	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1	49	0	1	5	2	277	9	65	724	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1	49	0	1	5	2	277	9	65	724	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:	14	1	49	0	1	5	2	277	9	65	724	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.00	0.00	0.00	0.00	0.10	0.01	0.04	0.25	0.00
Crit Volume:			49		0			2			362	
Crit Moves:			****		****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec): 100 Critical Vol./Cap.(X): 0.272
Loss Time (sec): 0 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:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1172	18	3	641	0	0	0	0	14	0	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1172	18	3	641	0	0	0	0	14	0	3
User Adj:	1.00	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	1172	18	3	641	0	0	0	0	14	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1172	18	3	641	0	0	0	0	14	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1172	18	3	641	0	0	0	0	14	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.01	0.00	0.14	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		391			3			0			14	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.342
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	118	1125		89	31	639		56	24		8	48	42		19	60
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	118	1125		89	31	639		56	24		8	48	42		19	60
User Adj:	1.00	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:	118	1125		89	31	639		56	24		8	48	42		19	60
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	118	1125		89	31	639		56	24		8	48	42		19	60
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	118	1125		89	31	639		56	24		8	48	42		19	60
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1450	4350		1450	1450	4350		1450	1450		1450	1450	1450		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.08	0.26		0.06	0.02	0.15		0.04	0.02		0.01	0.03	0.03		0.01	0.04
Crit Volume:		375			31							48	42			
Crit Moves:		****			****							****	****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.064
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	3		1	1	10		3	0	0		76	5	1		163	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:	3		1	1	10		3	0	0		76	5	1		163	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:	3		1	1	10		3	0	0		76	5	1		163	35
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	3		1	1	10		3	0	0		76	5	1		163	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:	3		1	1	10		3	0	0		76	5	1		163	35
Saturation Flow Module:																
Sat/Lane:	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00		1.00	1.00	1.00		1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.00
Final Sat.:	1450		1450	1450	1450		1450	1450	1450		2900	1450	1450		2900	1450
Capacity Analysis Module:																
Vol/Sat:	0.00		0.00	0.00	0.01		0.00	0.00	0.00		0.03	0.00	0.00		0.06	0.02
Crit Volume:					10						0				82	
Crit Moves:			****		****						****				****	

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City of Roseville
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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.246
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	845	63	0	1010	0	0	0	0	32	0	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:	0	845	63	0	1010	0	0	0	0	32	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	63	0	1010	0	0	0	0	32	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	63	0	1010	0	0	0	0	32	0	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	845	63	0	1010	0	0	0	0	32	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.04	0.00	0.22	0.00	0.00	0.00	0.00	0.02	0.00	0.01
Crit Volume:	0				337			0		32		
Crit Moves:	****				****					****		

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2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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			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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	118	0	342	175	1469	0	0	2022	73
Growth Adj:	1.00	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	118	0	342	175	1469	0	0	2022	73
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	118	0	0	175	1469	0	0	2022	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	118	0	0	175	1469	0	0	2022	73
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:	0	0	0	118	0	0	175	1469	0	0	2022	73
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.12	0.33	0.00	0.00	0.45	0.05
Crit Volume:				0			118			175		674
Crit Moves:				****			****			****		****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	216	0	1666	0	0	2058	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:	0	0	0	0	0	216	0	1666	0	0	2058	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	216	0	1666	0	0	2058	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	216	0	1666	0	0	2058	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	216	0	1666	0	0	2058	98
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.37	0.00	0.00	0.46	0.07
Crit Volume:	0					216	0				686	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	124	0	241	115	1548	0	0	2014	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:	0	0	0	124	0	241	115	1548	0	0	2014	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	124	0	241	115	1548	0	0	2014	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	241	115	1548	0	0	2014	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	0	0	124	0	241	115	1548	0	0	2014	99
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.16	0.08	0.34	0.00	0.00	0.45	0.07
Crit Volume:	0					241	115				671	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Ovl			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	0	1	0	1	0	0	1!	0	0
Volume Module:												
Base Vol:	35	576	205	5	897	1	30	14	69	234	37	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:	35	576	205	5	897	1	30	14	69	234	37	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	576	205	5	897	1	30	14	69	234	37	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	576	205	5	897	1	30	14	69	234	37	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	576	205	5	897	1	30	14	69	234	37	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.79	0.13	0.08
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1150	182	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.20	0.20	0.20
Crit Volume:		576			5			44				295
Crit Moves:		****			****			****				****

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec):	120			Critical Vol./Cap.(X):			0.659						
Loss Time (sec):	9			Average Delay (sec/veh):			xxxxxx						
Optimal Cycle:	54			Level Of Service:			B						
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Split Phase			Split Phase			
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0	
Volume Module:													
Base Vol:	0	281	248	0	369	384	223	246	2	371	354	6	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	281	248	0	369	384	223	246	2	371	354	6	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	281	248	0	369	384	223	246	2	371	354	6	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	281	248	0	369	384	223	246	2	371	354	6	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	281	248	0	369	384	223	246	2	371	354	6	
Saturation Flow Module:													
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03	
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2950	50	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.19	0.17	0.00	0.25	0.26	0.15	0.17	0.17	0.25	0.12	0.12	
Crit Volume:	0			369					248	371			
Crit Moves:	****			****					****	****			

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec):	120			Critical Vol./Cap.(X):			0.536						
Loss Time (sec):	6			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			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1	
Volume Module:													
Base Vol:	174	59	109	12	54	24	23	516	131	55	511	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:	174	59	109	12	54	24	23	516	131	55	511	38	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	174	59	109	12	54	24	23	516	131	55	511	38	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	174	59	109	12	54	24	23	516	131	55	511	38	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	174	59	109	12	54	24	46	516	131	110	511	38	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.75	0.25	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.10	0.90	1.00	
Final Sat.:	1195	405	1600	213	960	427	68	1532	1600	155	1445	1600	
Capacity Analysis Module:													
Vol/Sat:	0.15	0.15	0.07	0.06	0.06	0.06	0.34	0.34	0.08	0.35	0.35	0.02	
Crit Volume:	174				90			539		55			
Crit Moves:	****				****			****		****			

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.581	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	34	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	53	42	112	85	96	52	511	14	50	618	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:	11	53	42	112	85	96	52	511	14	50	618	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:	11	53	42	112	85	96	52	511	14	50	618	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	53	42	112	85	96	52	511	14	50	618	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	53	42	112	85	96	52	511	14	50	618	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.56	0.44	1.00	0.47	0.53	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	893	707	1600	751	849	1600	1557	43	1600	1474	126
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.07	0.11	0.11	0.03	0.33	0.33	0.03	0.42	0.42
Crit Volume:			95	112			52				671	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.960	
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	180	Level Of Service:	E	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0 0	1	0	0 1 0
Volume Module:												
Base Vol:	81	24	326	57	99	40	22	539	45	579	495	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	24	326	57	99	40	22	539	45	579	495	13
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	24	0	57	99	40	22	539	45	579	495	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	24	0	57	99	40	22	539	45	579	495	13
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	81	24	0	57	99	40	22	539	45	579	495	13
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.29	0.51	0.20	1.00	0.92	0.08	1.00	0.97	0.03
Final Sat.:	1157	343	1500	436	758	306	1500	1384	116	1500	1462	38
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.01	0.39	0.39	0.39	0.34	0.34
Crit Volume:	81				196				584	579		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap.(X): 0.839
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	508	1186	33	64	1125	56	63	215	250	185	117	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	508	1186	33	64	1125	56	63	215	250	185	117	63
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	508	1186	33	64	1125	0	63	215	0	185	117	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	508	1186	33	64	1125	0	63	215	0	185	117	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	508	1186	33	64	1125	0	63	215	0	185	117	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.41	0.02	0.04	0.39	0.00	0.04	0.15	0.00	0.13	0.08	0.04
Crit Volume:	254			563			215			185		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 2 (Reduced Footprint, Same Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	907	9	792	629	108	2	1	45	1186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	907	9	792	629	108	2	1	45	1186
User Adj:	1.00	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:	1	34	10	907	9	792	629	108	2	1	45	1186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	907	9	792	629	108	2	1	45	1186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	907	9	792	629	108	2	1	45	1186
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.70	0.29	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2872	28	1450	2468	424	8	32	1418	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.32	0.32	0.55	0.25	0.25	0.25	0.03	0.03	0.41
Crit Volume:	35			0			370			593		
Crit Moves:	****			****			****			****		

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2025CIP Alternative Scenario 2 PM Peak Hour
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.479	A xxxxx	0.479	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.530	A xxxxx	0.530	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D xxxxx	0.860	D xxxxx	0.860	+ 0.000 V/C

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2025CIP Alternative Scenario 2 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1 0	0 1	0	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	40	3	219	36	5	3	3	1282	27	19	1084	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	3	219	36	5	3	3	1282	27	19	1084	17
User Adj:	1.00	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:	40	3	219	36	5	3	3	1282	27	19	1084	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	3	219	36	5	3	3	1282	27	19	1084	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	3	219	36	5	3	3	1282	27	19	1084	17
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:	0.93	0.07	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1326	99	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.15	0.03	0.03	0.03	0.00	0.30	0.02	0.01	0.25	0.01
Crit Volume:			219	36				427		0		
Crit Moves:			****	****				****		****		

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2025CIP Alternative Scenario 2 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.530
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
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	3	0 1	2	0	3	0 1	0	0	1!	0 0	1	1	0	0 2
Volume Module:																
Base Vol:	18	1842	52		128	1713	12		5	1	7		125	4	199	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	18	1842	52		128	1713	12		5	1	7		125	4	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	18	1842	52		128	1713	12		5	1	7		125	4	199	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	18	1842	52		128	1713	12		5	1	7		125	4	199	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	18	1842	52		128	1713	12		5	1	7		125	4	199	
Saturation Flow Module:																
Sat/Lane:	1425	1425	1425		1425	1425	1425		1425	1425	1425		1425	1425	1425	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	3.00	1.00		0.38	0.08	0.54		1.94	0.06	2.00	
Final Sat.:	1425	4275	1425		2850	4275	1425		548	110	767		2762	88	2850	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.43	0.04		0.04	0.40	0.01		0.01	0.01	0.01		0.05	0.05	0.07	
Crit Volume:		614			64					13			64			
Crit Moves:		****			****					****			****			

2025CIP Alternative Scenario 2 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.860
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 163 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:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	125	1559	218		76	1519	38		63	41	117		257	179	94	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	125	1559	218		76	1519	38		63	41	117		257	179	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:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	125	1559	218		76	1519	38		63	41	117		257	179	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	125	1559	218		76	1519	38		63	41	117		257	179	94	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	125	1559	218		76	1519	38		63	41	117		257	179	94	
Saturation Flow Module:																
Sat/Lane:	1375	1375	1375		1375	1375	1375		1375	1375	1375		1375	1375	1375	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1375	2750	1375		1375	2750	1375		1375	1375	1375		1375	1375	1375	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.57	0.16		0.06	0.55	0.03		0.05	0.03	0.09		0.19	0.13	0.07	
Crit Volume:	125					760				41			257			
Crit Moves:	****					****				****			****			

2025 CIP Alternative 2 PM
Sierra Vista

Scenario Report

Scenario:	2025CIP Alt2 PM
Command:	2025CIP Alt2 PM
Volume:	2025CIP Alt2 PM
Geometry:	2025CIP Alternatives
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Alternatives

2025 CIP Alternative 2 PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#309 Watt Ave/Elverta Rd	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.092	F	xxxxx	1.092	+ 0.000
#311 Watt Ave/Antelope Rd	F	xxxxx	1.161	F	xxxxx	1.161	+ 0.000
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.838	D	xxxxx	0.838	+ 0.000
#313 Watt Ave/Elkhorn	F	xxxxx	1.023	F	xxxxx	1.023	+ 0.000
#314 Walerga Rd/Elkhorn	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000

2025 CIP Alternative 2 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.949
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	293	1818	465		400	1316	418		398	1000	174		234	758	338	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	293	1818	465		400	1316	418		398	1000	174		234	758	338	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	293	1818	465		400	1316	418		398	1000	174		234	758	338	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	293	1818	465		400	1316	418		398	1000	174		234	758	338	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	293	1818	465		400	1316	418		398	1000	174		234	758	338	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	3000	4500	1500		3000	4500	1500		3000	3000	1500		3000	3000	1500	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.40	0.31		0.13	0.29	0.28		0.13	0.33	0.12		0.08	0.25	0.23	
Crit Volume:		606				200				500				117		
Crit Moves:		****				****				****				****		

2025 CIP Alternative 2 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.092
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:		Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	222	1253	390		721	1233	96		404	1189	109		452	1347	509	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	222	1253	390		721	1233	96		404	1189	109		452	1347	509	
User Adj:	1.00	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:	222	1253	390		721	1233	96		404	1189	109		452	1347	509	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	222	1253	390		721	1233	96		404	1189	109		452	1347	509	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	222	1253	390		721	1233	96		404	1189	109		452	1347	509	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		3000	4500	1500		3000	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.42	0.26		0.24	0.41	0.06		0.13	0.26	0.07		0.15	0.30	0.34	
Crit Volume:		627				361				202				449		
Crit Moves:		****				****				****				****		

2025 CIP Alternative 2 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 1.161
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0 1	1	0	2	0 1	1	0	2	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	287	1431		227	110	1256		287	385	705		176	148	442		119
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	287	1431		227	110	1256		287	385	705		176	148	442		119
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	287	1431		227	110	1256		287	385	705		176	148	442		119
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	287	1431		227	110	1256		287	385	705		176	148	442		119
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	287	1431		227	110	1256		287	385	705		176	148	442		119
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	2.00		1.00	1.00	2.00		1.00	1.00	2.00		1.00	1.00	1.00		1.00
Final Sat.:	1500	3000		1500	1500	3000		1500	1500	3000		1500	1500	1500		1500
Capacity Analysis Module:																
Vol/Sat:	0.19	0.48		0.15	0.07	0.42		0.19	0.26	0.24		0.12	0.10	0.29		0.08
Crit Volume:	287					628			385					442		
Crit Moves:	****					****			****					****		

2025 CIP Alternative 2 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.838
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 141 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:	Ovl				Ovl				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0 1	2	0	2	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	310	1277		94	251	960		242	509	366		251	237	477		112
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	310	1277		94	251	960		242	509	366		251	237	477		112
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	310	1277		94	251	960		242	509	366		251	237	477		112
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	310	1277		94	251	960		242	509	366		251	237	477		112
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	310	1277		94	251	960		242	509	366		251	237	477		112
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	2.00		1.00	2.00	2.00		1.00	2.00	1.19		0.81	2.00	2.00		1.00
Final Sat.:	3000	3000		1500	3000	3000		1500	3000	1780		1220	3000	3000		1500
Capacity Analysis Module:																
Vol/Sat:	0.10	0.43		0.06	0.08	0.32		0.16	0.17	0.21		0.21	0.08	0.16		0.07
Crit Volume:		639				126			255					238		
Crit Moves:		****				****			****					****		

2025 CIP Alternative 2 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec):	100			Critical Vol./Cap. (X):			1.023					
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	180			Level Of Service:			F					

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	298	1874	222	373	1183	324	460	902	266	315	987	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1874	222	373	1183	324	460	902	266	315	987	305
User Adj:	1.00	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:	298	1874	222	373	1183	324	460	902	266	315	987	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1874	222	373	1183	324	460	902	266	315	987	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	298	1874	222	373	1183	324	460	902	266	315	987	305
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.15	0.12	0.26	0.22	0.15	0.30	0.18	0.11	0.33	0.20
Crit Volume:		625			187			230			493	
Crit Moves:		****			****			****			****	

2025 CIP Alternative 2 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec):	100			Critical Vol./Cap. (X):			0.869					
Loss Time (sec):	0			Average Delay (sec/veh):			xxxxxx					
Optimal Cycle:	174			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:	Ovl			Ovl			Ovl			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:	2	0	2 0 1	2	0	2 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	167	904	41	490	763	100	110	1159	153	220	1360	350
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	904	41	490	763	100	110	1159	153	220	1360	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	904	41	490	763	100	110	1159	153	220	1360	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	904	41	490	763	100	110	1159	153	220	1360	350
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	167	904	41	490	763	100	110	1159	153	220	1360	350
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.03	0.16	0.25	0.07	0.07	0.26	0.10	0.15	0.30	0.23
Crit Volume:		452			245			386		220		
Crit Moves:		****			****			****		****		

2025 CIP CONDITIONS
PROJECT ALTERNATIVE 3
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.776	C	xxxxx	0.776	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	F	xxxxx	1.006	F	xxxxx	1.006	+ 0.000
# 5 Blue Oaks & Crocker Ranch	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000
# 6 Blue Oaks & Del Webb	A	xxxxx	0.598	A	xxxxx	0.598	+ 0.000
# 7 Blue Oaks & Fiddyment	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000
# 8 Blue Oaks & New Meadow	C	xxxxx	0.729	C	xxxxx	0.729	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	E	xxxxx	0.933	E	xxxxx	0.933	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	F	xxxxx	1.313	F	xxxxx	1.313	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.080	F	xxxxx	1.080	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.113	F	xxxxx	1.113	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.617	B	xxxxx	0.617	+ 0.000
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.908	E	xxxxx	0.908	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.713	C	xxxxx	0.713	+ 0.000
# 18 Cirby Wy & Orlando Av	D	xxxxx	0.892	D	xxxxx	0.892	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.130	F	xxxxx	1.130	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.262	F	xxxxx	1.262	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 26 Douglas & Santa Clara	B	xxxxx	0.700	B	xxxxx	0.700	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.904	E	xxxxx	0.904	+ 0.000
# 29 Douglas & Target	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.417	A	xxxxx	0.417	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.864	D	xxxxx	0.864	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.533	A	xxxxx	0.533	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.760	C	xxxxx	0.760	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.450	A	xxxxx	0.450	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000
# 47 Fiddyment & Del Webb/Village G	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.652	B	xxxxx	0.652	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	D	xxxxx	0.855	D	xxxxx	0.855	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.981	E	xxxxx	0.981	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.011	F	xxxxx	1.011	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.489	A	xxxxx	0.489	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	D	xxxxx	0.808	D	xxxxx	0.808	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	A	xxxxx	0.568	A	xxxxx	0.568	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	E	xxxxx	0.921	E	xxxxx	0.921	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.199	A	xxxxx	0.199	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	E	xxxxx	0.961	E	xxxxx	0.961	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.866	D	xxxxx	0.866	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
# 89 Pleasant Grove & Market	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
# 90 Pleasant Grove & Michener	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.341	A	xxxxx	0.341	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.198	F	xxxxx	1.198	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	D	xxxxx	0.849	D	xxxxx	0.849	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.600	A	xxxxx	0.600	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.496	A	xxxxx	0.496	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.271	A	xxxxx	0.271	+ 0.000 V/C
#103 Roseville Parkway & Chase	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
#104 Roseville Parkway & Creekside	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.919	E	xxxxx	0.919	+ 0.000 V/C
#107 Roseville Parkway & Reserve	D	xxxxx	0.804	D	xxxxx	0.804	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.739	C	xxxxx	0.739	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.823	D	xxxxx	0.823	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.604	B	xxxxx	0.604	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
#117 Roseville Pw & Sierra College	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.518	A	xxxxx	0.518	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	C	xxxxx	0.740	C	xxxxx	0.740	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.564	A	xxxxx	0.564	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.625	B	xxxxx	0.625	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx	0.915	E	xxxxx	0.915	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.461	A	xxxxx	0.461	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.748	C	xxxxx	0.748	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.794	C	xxxxx	0.794	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	A	xxxxx	0.556	A	xxxxx	0.556	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.471	A	xxxxx	0.471	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.647	B	xxxxx	0.647	+ 0.000
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000
#149 I-80 WB On & Atlantic St	A	xxxxx	0.565	A	xxxxx	0.565	+ 0.000
#150 SR 65 N/B Off & Pleasant Grove	C	xxxxx	0.737	C	xxxxx	0.737	+ 0.000
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.818	D	xxxxx	0.818	+ 0.000
#155 Taylor & Eureka I-80 EB Off	E	xxxxx	0.963	E	xxxxx	0.963	+ 0.000
#156 Fairway & Highland Park	A	xxxxx	0.573	A	xxxxx	0.573	+ 0.000
#157 I-80 EB Off/Orlando & Riversid	D	xxxxx	0.894	D	xxxxx	0.894	+ 0.000
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.411	A	xxxxx	0.411	+ 0.000
#159 Washington Blvd & Industrial	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000
#161 Blue Oaks Blvd & Wood Meadow	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.682	B	xxxxx	0.682	+ 0.000
#163 Blue Oaks Blvd & West Side Dr	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
#164 Blue Oaks Blvd & Hayden Pkwy	B	xxxxx	0.626	B	xxxxx	0.626	+ 0.000
#165 Fiddyment Rd & Westhills Dr	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000
#166 Pleasant Grove Blvd & West Sid	A	xxxxx	0.416	A	xxxxx	0.416	+ 0.000
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.413	A	xxxxx	0.413	+ 0.000
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000
#169 Woodcreek Oaks Blvd & Parkside	A	xxxxx	0.441	A	xxxxx	0.441	+ 0.000
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
#171 Roseville Pkwy & Gibson West	D	xxxxx	0.841	D	xxxxx	0.841	+ 0.000
#172 Washington Blvd & All America	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000
#173 Cirby & Cottonwood	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000
#174 Secret Ravine & Alexandra	A	xxxxx	0.209	A	xxxxx	0.209	+ 0.000
#175 Fiddyment Rd & Fiddyment Ranch	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.730	C	xxxxx	0.730	+ 0.000
#177 Watt Ave & Pleasant Grove	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
#178 Watt Ave & Road A	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
#179 Watt Ave & Road B	A	xxxxx	0.356	A	xxxxx	0.356	+ 0.000
#180 Watt Ave & Baseline Rd	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000
#181 West Side Dr & Road A	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
#182 West Side Dr & Road B	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000
#183 West Side Dr & Baseline Rd	D	xxxxx	0.846	D	xxxxx	0.846	+ 0.000
#184 Market St & Road B	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000
#185 Market St & Baseline Rd	B	xxxxx	0.609	B	xxxxx	0.609	+ 0.000
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000
#187 Upland Dr & Road B	A	xxxxx	0.348	A	xxxxx	0.348	+ 0.000
#188 Upland Dr & Baseline Rd	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000
#190 West Side Dr & SV EW Coll	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000
#191 Road B & SV NS Coll 3	A	xxxxx	0.218	A	xxxxx	0.218	+ 0.000
#192 Road B & SV NS Coll 5	A	xxxxx	0.283	A	xxxxx	0.283	+ 0.000
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.280	A	xxxxx	0.280	+ 0.000
#194 Watt Ave & SV EW Coll	A	xxxxx	0.361	A	xxxxx	0.361	+ 0.000
#195 Road B & SV NS Coll 2	A	xxxxx	0.060	A	xxxxx	0.060	+ 0.000

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.252	A	xxxxx	0.252	+ 0.000 V/C
#197 Baseline Rd & SV CC2	B	xxxxx	0.683	B	xxxxx	0.683	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
#199 Baseline Rd & SV CC4	C	xxxxx	0.759	C	xxxxx	0.759	+ 0.000 V/C
#200 Watt Ave & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#201 West Side Dr & Road C		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#203 West Side Dr & Parkway One		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#204 West Side Dr & Nobo Dr		xxxxx	0.000		xxxxx	0.000	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.636	B	xxxxx	0.636	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.657	B	xxxxx	0.657	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.539	A	xxxxx	0.539	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.837	D	xxxxx	0.837	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	0 1	1	0	1 1	0	1	0 1
Volume Module:												
Base Vol:	16	1	23	64	4	18	20	1133	43	13	1057	169
Growth Adj:	1.00	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	1	23	64	4	18	20	1133	43	13	1057	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	23	64	4	18	20	1133	43	13	1057	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	23	64	4	18	20	1133	43	13	1057	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	23	64	4	18	20	1133	43	13	1057	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	60	1390	1365	85	1450	1450	2794	106	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.41	0.41	0.01	0.36	0.12
Crit Volume:			24		68				588	13		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	89	0	695	0	0	0	0	939	277	312	1315	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	0	695	0	0	0	0	939	277	312	1315	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	0	695	0	0	0	0	939	277	312	1315	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	0	695	0	0	0	0	939	277	312	1315	1
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:	89	0	695	0	0	0	0	939	277	312	1315	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.46	0.00	0.00	0.00	0.00	0.31	0.18	0.21	0.44	0.44
Crit Volume:			695	0				470		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	381	0	262	118	859	0	0	987	391
Growth Adj:	1.00	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	381	0	262	118	859	0	0	987	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	381	0	262	118	859	0	0	987	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	381	0	262	118	859	0	0	987	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	381	0	262	118	859	0	0	987	391
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.17	0.08	0.29	0.00	0.00	0.33	0.26
Crit Volume:				0			381			118		
Crit Moves:				****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	1.006		
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	180	Level Of Service:	F		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	159	915	303	363	1152	152	735	1175	54	495	1813	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	915	303	363	1152	152	735	1175	54	495	1813	302
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	915	303	363	1152	0	735	1175	54	495	1813	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	915	303	363	1152	0	735	1175	54	495	1813	302
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:	159	915	303	363	1152	0	735	1175	54	495	1813	302
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.13	0.26	0.00	0.25	0.27	0.04	0.17	0.42	0.21
Crit Volume:		305			182			368			604	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec):	100	Critical Vol./Cap.(X):	0.713		
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx		
Optimal Cycle:	79	Level Of Service:	C		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	0	1	0	0	1	1	0	3	0	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	190	0	34	32	1301	0	0	2541	425
Growth Adj:	1.00	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	190	0	34	32	1301	0	0	2541	425
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	34	32	1301	0	0	2541	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	34	32	1301	0	0	2541	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	190	0	34	32	1301	0	0	2541	425
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.02	0.02	0.29	0.00	0.00	0.56	0.28
Crit Volume:				190			32				847	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap.(X):	0.598
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	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:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	30	0	76	0	0	0	0	1210	35	134	2600	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	0	76	0	0	0	0	1210	35	134	2600	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	30	0	76	0	0	0	0	1210	35	134	2600	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	0	76	0	0	0	0	1210	35	134	2600	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	30	0	76	0	0	0	0	1210	35	134	2600	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.27	0.02	0.09	0.58	0.00
Crit Volume:	30			0			0			867		
Crit Moves:	****						****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	71	974	528	218	638	313	179	442	82	714	1129	387
Growth Adj:	1.00	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	974	528	218	638	313	179	442	82	714	1129	387
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	71	974	0	218	638	313	179	442	0	714	1129	387
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	974	0	218	638	313	179	442	0	714	1129	387
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	71	974	0	218	638	313	179	442	0	714	1129	387
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.00	0.08	0.22	0.22	0.06	0.10	0.00	0.25	0.26	0.27
Crit Volume:		487			109			147		357		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.729
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	113	0	26	28	2162	0	0	3807	568
Growth Adj:	1.00	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	113	0	26	28	2162	0	0	3807	568
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	113	0	26	28	2162	0	0	3807	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	113	0	26	28	2162	0	0	3807	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	113	0	26	28	2162	0	0	3807	568
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.02	0.36	0.00	0.00	0.63	0.38
Crit Volume:		0		113			28				952	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap.(X): 0.589
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	127	0	1	1	1159	1	0	2267	201
Growth Adj:	1.00	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	127	0	1	1	1159	1	0	2267	201
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	127	0	1	1	1159	1	0	2267	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	127	0	1	1	1159	1	0	2267	201
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	127	0	1	1	1159	1	0	2267	201
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.26	0.00	0.00	0.50	0.13
Crit Volume:		0		127			1				756	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	227	82	58	305	17	191	94	1240	31	26	2523	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	82	58	305	17	191	94	1240	31	26	2523	229
User Adj:	1.00	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:	227	82	58	305	17	191	94	1240	31	26	2523	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	82	58	305	17	191	94	1240	31	26	2523	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	227	82	58	305	17	191	94	1240	31	26	2523	229
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.89	0.11	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2747	153	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.06	0.04	0.11	0.11	0.13	0.06	0.29	0.02	0.02	0.58	0.16
Crit Volume:	227					191	94				841	
Crit Moves:	****					****	****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	1.313
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	876	418	456	340	836	1003	255	1632	337	201	2436	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	876	418	456	340	836	1003	255	1632	337	201	2436	124
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	876	418	0	340	836	1003	255	1632	337	201	2436	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	876	418	0	340	836	1003	255	1632	337	201	2436	124
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	876	418	0	340	836	1003	255	1632	337	201	2436	124
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.00	0.12	0.19	0.69	0.09	0.28	0.23	0.07	0.42	0.09
Crit Volume:	292					1003	0				609	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 2	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	139	207	376	156	166	34	98	1331	202	890	2396	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	207	376	156	166	34	98	1331	202	890	2396	354
User Adj:	1.00	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	207	376	156	166	34	98	1331	202	890	2396	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	207	376	156	166	34	98	1331	202	890	2396	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	139	207	376	156	166	34	98	1331	202	890	2396	354
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.26	0.05	0.06	0.02	0.03	0.23	0.14	0.31	0.41	0.24
Crit Volume:		104		78				333		445		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 1.080
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	847	1005	195	238	1504	236	391	831	532	450	651	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:	847	1005	195	238	1504	236	391	831	532	450	651	139
User Adj:	1.00	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:	847	1005	195	238	1504	236	391	831	532	450	651	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	1005	195	238	1504	236	391	831	532	450	651	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	847	1005	195	238	1504	236	391	831	532	450	651	139
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.35	0.13	0.08	0.35	0.16	0.13	0.29	0.37	0.16	0.22	0.10
Crit Volume:	424				501			415		225		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	1.113				
Loss Time (sec):	9	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			Permitted			Permitted		
Rights:	Ignore			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:	0	0	2 0 1	2	0	1 0 0	0	0	0 0 0	2	0	0 0 2
Volume Module:												
Base Vol:	0	712	475	1982	605	0	0	0	0	644	0	2325
Growth Adj:	1.00	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	712	475	1982	605	0	0	0	0	644	0	2325
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	712	0	1982	605	0	0	0	0	644	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	712	0	1982	605	0	0	0	0	644	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	712	0	1982	605	0	0	0	0	644	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	1.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3000	1500	3000	1500	0	0	0	0	3000	0	3000
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.66	0.40	0.00	0.00	0.00	0.00	0.21	0.00	0.00
Crit Volume:		356		991				0		322		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.617				
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx				
Optimal Cycle:	49	Level Of Service:	B				

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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 1	0	0	0 0 0	0	0	2 1 0	2	0	3 0 0
Volume Module:												
Base Vol:	0	0	262	0	0	0	0	2201	9	379	2574	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	262	0	0	0	0	2201	9	379	2574	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	2201	9	379	2574	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	2201	9	379	2574	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	2201	9	379	2574	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	0.00	0.00	0.00	0.00	2.99	0.01	2.00	3.00	0.00
Final Sat.:	0	0	1500	0	0	0	0	4482	18	3000	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.49	0.49	0.13	0.57	0.00
Crit Volume:	0			0					737	190		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1 1	0	1	0
Volume Module:												
Base Vol:	4	1	11	13	1	10	14	2170	9	15	2522	23
Growth Adj:	1.00	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	1	11	13	1	10	14	2170	9	15	2522	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1	11	13	1	10	14	2170	9	15	2522	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1	11	13	1	10	14	2170	9	15	2522	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1	11	13	1	10	14	2170	9	15	2522	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.06	0.69	0.93	0.07	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	363	91	997	1346	104	1450	1450	2888	12	1450	2874	26
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.75	0.75	0.01	0.88	0.88
Crit Volume:		16			14		14					1273
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.713
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1! 0	0	1	0	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	8	14	52	182	160	185	60	1059	40	170	1141	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	14	52	182	160	185	60	1059	40	170	1141	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	14	52	182	160	185	60	1059	40	170	1141	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	14	52	182	160	185	60	1059	40	170	1141	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	14	52	182	160	185	60	1059	40	170	1141	17
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.11	0.19	0.70	0.53	0.47	1.00	1.00	1.93	0.07	1.00	1.97	0.03
Final Sat.:	162	284	1054	798	702	1500	1500	2891	109	1500	2956	44
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.23	0.23	0.12	0.04	0.37	0.37	0.11	0.39	0.39
Crit Volume:	8				342				550	170		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.892
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	48	3	458	5	7	5	45	1648	218	289	1534	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	3	458	5	7	5	45	1648	218	289	1534	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	3	458	5	7	5	45	1648	218	289	1534	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	3	458	5	7	5	45	1648	218	289	1534	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	3	458	5	7	5	45	1648	218	289	1534	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1365	85	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.32	0.01	0.01	0.00	0.03	0.57	0.15	0.10	0.53	0.53
Crit Volume:			458		12			824		0		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	13	25	1038	7	11	1331	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	13	25	1038	7	11	1331	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:	23	1	17	26	0	13	25	1038	7	11	1331	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	13	25	1038	7	11	1331	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:	23	1	17	26	0	13	25	1038	7	11	1331	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2840	60
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.36	0.36	0.01	0.47	0.47
Crit Volume:			41		26			25			680	
Crit Moves:			****		****			****			****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap.(X): 1.130
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 2	2	0 2	0 1
Volume Module:												
Base Vol:	1194	472	319	328	850	240	222	1291	1188	105	1294	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1194	472	319	328	850	240	222	1291	1188	105	1294	190
User Adj:	1.00	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:	1194	472	319	328	850	240	222	1291	1188	105	1294	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1194	472	319	328	850	240	222	1291	1188	105	1294	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1194	472	319	328	850	240	222	1291	1188	105	1294	190
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.41	0.16	0.22	0.11	0.20	0.17	0.08	0.30	0.41	0.04	0.45	0.13
Crit Volume:	597			283			111			647		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.634
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0 0	0 0	1	1 0	0 1	1	1 0	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	669	0	805	528	425	0	0	598	371
Growth Adj:	1.00	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	669	0	805	528	425	0	0	598	371
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	669	0	0	528	425	0	0	598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	669	0	0	528	425	0	0	598	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	669	0	0	528	425	0	0	598	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.66	1.34	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2493	2007	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.22	0.00	0.00	0.21	0.21	0.00	0.00	0.20	0.00
Crit Volume:		0		335			318			299		
Crit Moves:				****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	60	0	39		0	0	0		0	1645	465		58	1760	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:	60	0	39		0	0	0		0	1645	465		58	1760	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	60	0	39		0	0	0		0	1645	465		58	1760	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	60	0	39		0	0	0		0	1645	465		58	1760	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:	60	0	39		0	0	0		0	1645	465		58	1760	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.34	0.66		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3508	992		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.47	0.47		0.04	0.59	0.00	
Crit Volume:	60						0			0				880		
Crit Moves:	****								****					****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap.(X): 1.262
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	45	103	100		79	99	620		338	2126	24		58	2330	62	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	45	103	100		79	99	620		338	2126	24		58	2330	62	
User Adj:	1.00	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	103	100		79	99	620		338	2126	24		58	2330	62	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	45	103	100		79	99	620		338	2126	24		58	2330	62	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	103	100		79	99	620		338	2126	24		58	2330	62	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.98	0.02		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2868	32		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.07	0.07		0.03	0.07	0.43		0.12	0.74	0.74		0.02	0.80	0.04	
Crit Volume:	45						620		0					1165		
Crit Moves:	****						****		****					****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec):	120	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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			Ovl			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:	2	0	2 1	0	3	0 2 1	0	2	0 3 0 1		2	0 3 0 1
Volume Module:												
Base Vol:	438	738	21	668	700	66	148	1106	271	64	1215	588
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	438	738	21	668	700	66	148	1106	271	64	1215	588
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:	438	738	21	668	700	66	148	1106	271	64	1215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	438	738	21	668	700	66	148	1106	271	64	1215	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	438	738	21	668	700	66	148	1106	271	64	1215	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.92	0.08	3.00	2.74	0.26	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4230	120	4350	3975	375	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.17	0.17	0.15	0.18	0.18	0.05	0.25	0.19	0.02	0.28	0.00
Crit Volume:	219			255			74				405	
Crit Moves:	****			****			****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	293	546	133	279	1037	241	244	1168	188	198	1744	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	546	133	279	1037	241	244	1168	188	198	1744	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	293	546	133	279	1037	241	244	1168	0	198	1744	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	546	133	279	1037	241	244	1168	0	198	1744	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	293	546	133	279	1037	241	244	1168	0	198	1744	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.09	0.10	0.24	0.17	0.08	0.27	0.00	0.07	0.40	0.00
Crit Volume:	147			346			122				581	
Crit Moves:	****			****			****				****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap.(X): 0.700
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:		Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	89	64	80	129	95	163	133	1493	61	165	2041	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	64	80	129	95	163	133	1493	61	165	2041	86
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:	89	64	80	129	95	163	133	1493	61	165	2041	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	64	80	129	95	163	133	1493	61	165	2041	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	89	64	80	129	95	163	133	1493	61	165	2041	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.15	0.85	1.00	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1670	1230	1450	1450	4179	171	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.06	0.08	0.08	0.11	0.09	0.36	0.36	0.11	0.47	0.00
Crit Volume:	89			112			133			680		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap.(X): 0.683
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 72 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:		Ovl			Ovl			Ovl			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 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	124	59	41	213	83	14	35	1521	130	51	2063	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	59	41	213	83	14	35	1521	130	51	2063	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	59	41	213	83	14	35	1521	130	51	2063	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	59	41	213	83	14	35	1521	130	51	2063	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	59	41	213	83	14	35	1521	130	51	2063	122
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.11	0.53	0.36	1.37	0.54	0.09	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1605	764	531	1993	776	131	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.09	0.04	0.47	0.08
Crit Volume:	112			155			35			688		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.904
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:												
Base Vol:	424	431	264	239	872	581	359	1495	237	176	1988	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	424	431	264	239	872	581	359	1495	237	176	1988	86
User Adj:	1.00	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:	424	431	264	239	872	581	359	1495	237	176	1988	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	424	431	264	239	872	581	359	1495	237	176	1988	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	424	431	264	239	872	581	359	1495	237	176	1988	86
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.83	0.17
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5559	241
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.18	0.08	0.20	0.40	0.12	0.34	0.16	0.06	0.36	0.36
Crit Volume:	212					581	0				519	
Crit Moves:	****					****	****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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	1	0	2	1	0	1	0	2	1	0
Volume Module:												
Base Vol:	133	2	51	101	2	72	41	1488	135	75	2152	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	2	51	101	2	72	41	1488	135	75	2152	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	2	51	101	2	72	41	1488	135	75	2152	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	2	51	101	2	72	41	1488	135	75	2152	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	2	51	101	2	72	41	1488	135	75	2152	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.03	0.97	1.00	2.75	0.25	1.00	2.99	0.01
Final Sat.:	1450	55	1395	1450	39	1411	1450	3988	362	1450	4346	4
Capacity Analysis Module:												
Vol/Sat:	0.09	0.04	0.04	0.07	0.05	0.05	0.03	0.37	0.37	0.05	0.50	0.50
Crit Volume:	133			101			41			718		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec): 120 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	154	691	40	716	870	88	139	1214	337	120	1615	815
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	691	40	716	870	88	139	1214	337	120	1615	815
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:	154	691	40	716	870	88	139	1214	337	120	1615	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	691	40	716	870	88	139	1214	337	120	1615	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	154	691	40	716	870	88	139	1214	337	120	1615	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.03	0.16	0.20	0.06	0.05	0.28	0.23	0.04	0.37	0.00
Crit Volume:		230		239			70				538	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	402	5	72	48	1078	0	11	1087	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	4	9	402	5	72	48	1078	0	11	1087	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	4	9	402	5	72	48	1078	0	11	1087	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	402	5	72	48	1078	0	11	1087	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	4	9	402	5	72	48	1078	0	11	1087	165
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.74	0.26
Final Sat.:	272	363	816	2864	36	1450	1450	2900	0	1450	2518	382
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.37	0.00	0.01	0.43	0.43
Crit Volume:		16		204			48				626	
Crit Moves:		****		****			****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	27	83	1056	27	274	287	1145	20	66	1045	496
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	27	83	1056	27	274	287	1145	20	66	1045	496
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	27	0	1056	27	274	287	1145	20	66	1045	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	27	0	1056	27	274	287	1145	20	66	1045	496
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	27	0	1056	27	274	287	1145	20	66	1045	496
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2828	72	1450	1450	2850	50	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.37	0.37	0.19	0.20	0.40	0.40	0.05	0.36	0.34
Crit Volume:	33			542			287				522	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec):	120	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1!	0 0	1	0 1!	0 0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	463	0	30	1	482	0	0	508	389
Growth Adj:	1.00	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	463	0	30	1	482	0	0	508	389
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:	0	0	0	463	0	30	1	482	0	0	508	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	463	0	30	1	482	0	0	508	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	463	0	30	2	482	0	0	508	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.88	0.00	0.12	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2817	0	183	12	2988	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.16	0.08	0.16	0.00	0.00	0.34	0.00
Crit Volume:		0				247	1				508	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.492
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	0	0	0	1	0	1	0	0
Volume Module:												
Base Vol:	35	0	153	0	0	0	0	972	59	188	929	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:	35	0	153	0	0	0	0	972	59	188	929	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	153	0	0	0	0	972	59	188	929	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	153	0	0	0	0	972	59	188	929	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:	35	0	153	0	0	0	0	972	59	188	929	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.89	0.11	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2828	172	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.13	0.31	0.00
Crit Volume:	35			0					516	188		
Crit Moves:	****								****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.417
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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!	0	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	13	0	10	71	7	13	0	966	20	18	872	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:	13	0	10	71	7	13	0	966	20	18	872	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	71	7	13	0	966	20	18	872	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	71	7	13	0	966	20	18	872	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:	13	0	10	71	7	13	0	966	20	18	872	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.35	0.65	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	508	943	0	2841	59	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.05	0.01	0.01	0.00	0.34	0.34	0.01	0.30	0.00
Crit Volume:				23	71				493	18		
Crit Moves:				****	****				****	****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.864
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	168	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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	507	780	245	210	839	121	209	1682	597	318	1435	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	507	780	245	210	839	121	209	1682	597	318	1435	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	507	780	245	210	839	121	209	1682	597	318	1435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	507	780	245	210	839	121	209	1682	597	318	1435	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	507	780	245	210	839	121	209	1682	597	318	1435	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.17	0.07	0.19	0.08	0.07	0.39	0.41	0.11	0.33	0.00
Crit Volume:	254			280			561			159		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	200	1415	74	135	1225	87	48	170	165	49	232	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1415	74	135	1225	87	48	170	165	49	232	188
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	200	1415	0	135	1225	0	48	170	0	49	232	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1415	0	135	1225	0	48	170	0	49	232	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	200	1415	0	135	1225	0	48	170	0	49	232	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.00	0.09	0.28	0.00	0.03	0.06	0.00	0.03	0.08	0.00
Crit Volume:	200			408			48			116		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	533	539	222	185	537	199	340	1865	482	183	2300	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	533	539	222	185	537	199	340	1865	482	183	2300	62
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	533	539	0	185	537	0	340	1865	0	183	2300	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	533	539	0	185	537	0	340	1865	0	183	2300	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	533	539	0	185	537	0	340	1865	0	183	2300	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.00	0.06	0.12	0.00	0.12	0.43	0.00	0.06	0.40	0.00
Crit Volume:	178			179			170			575		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	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:	Ignore			Ignore			Ignore			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 3	0 1	1	0 3	0 1	2	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	67	1611	53	173	1433	402	390	366	32	125	323	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	1611	53	173	1433	402	390	366	32	125	323	135
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1611	0	173	1433	0	390	366	0	125	323	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1611	0	173	1433	0	390	366	0	125	323	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1611	0	173	1433	0	390	366	0	125	323	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.00	0.12	0.33	0.00	0.13	0.13	0.00	0.09	0.11	0.00
Crit Volume:		537		173			195			162		
Crit Moves:		****		****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.450
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Include				Ovl				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:	0	1	0	0 1	0	1	0	0 1	1	0	1	1 0	1	0	2	0 1
Volume Module:																
Base Vol:	19	0	40		9	2	2		29	1088	20		48	686	27	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	0	40		9	2	2		29	1088	20		48	686	27	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	19	0	40		9	2	2		29	1088	20		48	686	27	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	0	40		9	2	2		29	1088	20		48	686	27	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	19	0	40		9	2	2		29	1088	20		48	686	27	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.82	0.18	1.00		1.00	1.96	0.04		1.00	2.00	1.00	
Final Sat.:	1450	0	1450		1186	264	1450		1450	2848	52		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.00	0.03		0.01	0.01	0.00		0.02	0.38	0.38		0.03	0.24	0.02	
Crit Volume:			40			11					554	48				
Crit Moves:			****			****					****	****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 12 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:	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	1	1 0	1	0	1	1 0	1	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	5	924	34		79	1116	11		11	1	3		11	1	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:	5	924	34		79	1116	11		11	1	3		11	1	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:	5	924	34		79	1116	11		11	1	3		11	1	35	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	924	34		79	1116	11		11	1	3		11	1	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:	5	924	34		79	1116	11		11	1	3		11	1	35	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.93	0.07		1.00	1.98	0.02		1.00	0.25	0.75		0.92	0.08	1.00	
Final Sat.:	1450	2797	103		1450	2872	28		1450	363	1088		1329	121	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.33	0.33		0.05	0.39	0.39		0.01	0.00	0.00		0.01	0.01	0.02	
Crit Volume:	5					564			11					12		
Crit Moves:	****					****			****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec):	120	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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:		Ovl			Ovl			Ovl			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	1	0 0	1	0	1 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	207	26	57	28	11	70	148	856	128	191	931	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:	207	26	57	28	11	70	148	856	128	191	931	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:	207	26	57	28	11	70	148	856	128	191	931	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	26	57	28	11	70	148	856	128	191	931	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:	207	26	57	28	11	70	148	856	128	191	931	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.78	0.22	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2576	324	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.04	0.02	0.01	0.05	0.10	0.30	0.09	0.13	0.32	0.02
Crit Volume:		117		28				428		191		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.464
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 0 1	1	1	0 0 1	1	0	0 1 0
Volume Module:												
Base Vol:	87	616	57	27	874	91	149	2	118	14	1	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:	87	616	57	27	874	91	149	2	118	14	1	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:	87	616	57	27	874	91	149	2	118	14	1	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	616	57	27	874	91	149	2	118	14	1	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:	87	616	57	27	874	91	149	2	118	14	1	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2862	38	1450	1450	47	1403
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.04	0.02	0.30	0.06	0.05	0.05	0.08	0.01	0.02	0.02
Crit Volume:	87				437				118		31	
Crit Moves:	****				****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:		Ovl				Include				Ovl				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	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	488	9	21		77	11	17		19	547	324		31	541	61	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	488	9	21		77	11	17		19	547	324		31	541	61	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	488	9	21		77	11	17		19	547	324		31	541	61	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	488	9	21		77	11	17		19	547	324		31	541	61	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	488	9	21		77	11	17		19	547	324		31	541	61	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.96	0.04	1.00		0.88	0.12	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2847	53	1450		1269	181	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.17	0.01		0.06	0.06	0.01		0.01	0.19	0.22		0.02	0.19	0.04	
Crit Volume:		249				88				274				31		
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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				Ovl				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:	0	1	0	0 1	0	1	0	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	79	2	43		6	2	80		67	855	68		51	1022	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	79	2	43		6	2	80		67	855	68		51	1022	3	
User Adj:	1.00	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:	79	2	43		6	2	80		67	855	68		51	1022	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	79	2	43		6	2	80		67	855	68		51	1022	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	79	2	43		6	2	80		67	855	68		51	1022	3	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.98	0.02	1.00		0.75	0.25	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1414	36	1450		1088	363	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.06	0.03		0.01	0.01	0.06		0.05	0.29	0.05		0.04	0.35	0.00	
Crit Volume:		81					80		67					511		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	1	0	0	1	0	0	1! 0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	115	2	54	28	2	7	35	944	65	79	698	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	2	54	28	2	7	35	944	65	79	698	20
User Adj:	1.00	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:	115	2	54	28	2	7	35	944	65	79	698	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2	54	28	2	7	35	944	65	79	698	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	2	54	28	2	7	35	944	65	79	698	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.97	0.03	1.00	0.76	0.05	0.19	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2850	50	1450	1097	78	274	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.02	0.33	0.04	0.05	0.24	0.01
Crit Volume:	59					37		472		79		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	17	1332	78	46	1034	243	128	31	8	53	63	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	17	1332	78	46	1034	243	128	31	8	53	63	88
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	1332	78	46	1034	0	128	31	8	53	63	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	1332	78	46	1034	0	128	31	8	53	63	88
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:	17	1332	78	46	1034	0	128	31	8	53	63	88
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.05	0.03	0.36	0.00	0.09	0.02	0.01	0.04	0.04	0.06
Crit Volume:		666			46		128				63	
Crit Moves:		****			****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.567
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	1 0 1
Volume Module:												
Base Vol:	155	885	152	120	941	157	35	14	51	183	16	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:	155	885	152	120	941	157	35	14	51	183	16	44
User Adj:	1.00	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:	155	885	152	120	941	157	35	14	51	183	16	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	885	152	120	941	157	35	14	51	183	16	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	155	885	152	120	941	157	35	14	51	183	16	44
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.10	0.08	0.32	0.11	0.02	0.01	0.04	0.13	0.01	0.03
Crit Volume:	155				471			14		183		
Crit Moves:	****				****			****		****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	80	1512	0	0	1300	120	70	0	43	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:	80	1512	0	0	1300	120	70	0	43	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1512	0	0	1300	120	70	0	43	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1512	0	0	1300	120	70	0	43	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:	80	1512	0	0	1300	120	70	0	43	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.50	0.00	0.00	0.43	0.08	0.05	0.00	0.03	0.00	0.00	0.00
Crit Volume:		756		0			70			0		
Crit Moves:		****		****			****					

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec):	120	Critical Vol./Cap.(X):	0.849
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	151	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:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	929	1371	67	121	1692	251	313	520	582	67	560	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:	929	1371	67	121	1692	251	313	520	582	67	560	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	929	1371	67	121	1692	251	313	520	582	67	560	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	1371	67	121	1692	251	313	520	582	67	560	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:	929	1371	67	121	1692	251	313	520	582	67	560	81
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.05	0.08	0.29	0.17	0.11	0.18	0.40	0.05	0.13	0.06
Crit Volume:	464				423		157				187	
Crit Moves:	****				****		****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec):	120	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	19	661	396	23	1957	56	18	8	54	180	3	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	661	396	23	1957	56	18	8	54	180	3	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	661	396	23	1957	56	18	8	54	180	3	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	661	396	23	1957	56	18	8	54	180	3	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	661	396	23	1957	56	18	8	54	180	3	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	0.69	0.31	1.00	1.97	0.03	1.00
Final Sat.:	1450	2900	1450	1450	4229	121	1004	446	1450	2852	48	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.27	0.02	0.46	0.46	0.02	0.02	0.04	0.06	0.06	0.02
Crit Volume:	0					671			54		92	
Crit Moves:	****					****			****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	104	1223	65	34	1174	165	508	6	327	193	6	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1223	65	34	1174	165	508	6	327	193	6	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1223	65	34	1174	165	508	6	0	193	6	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1223	65	34	1174	165	508	6	0	193	6	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1223	65	34	1174	165	508	6	0	193	6	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2866	34	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.04	0.02	0.27	0.11	0.18	0.18	0.00	0.13	0.00	0.00
Crit Volume:	104				391			257		193		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2390	61	0	2158	0	0	0	0	24	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	2390	61	0	2158	0	0	0	0	24	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2390	61	0	2158	0	0	0	0	24	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2390	61	0	2158	0	0	0	0	24	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2390	61	0	2158	0	0	0	0	24	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.04	0.00	0.48	0.00	0.00	0.00	0.00	0.02	0.00	0.00
Crit Volume:		797			0			0		24		
Crit Moves:		****			****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2 0	2 0	1	2 0	2 0	1	2 0	2 0	1	3 0	1 0	1
Volume Module:												
Base Vol:	26	427	454	558	1273	4	52	406	214	587	135	843
Growth Adj:	1.00	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	427	454	558	1273	4	52	406	214	587	135	843
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	26	427	454	558	1273	0	52	406	0	587	135	843
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	427	454	558	1273	0	52	406	0	587	135	843
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	26	427	454	558	1273	0	52	406	0	587	135	843
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.15	0.31	0.19	0.44	0.00	0.02	0.14	0.00	0.13	0.09	0.58
Crit Volume:	13			637			26					843
Crit Moves:	****			****			****					****

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap.(X):	0.539
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2 0	1	1 0	2 1	0	1 1	0 0	1	1 1	0 0	1
Volume Module:												
Base Vol:	4	810	38	65	2034	0	15	3	1	141	3	183
Growth Adj:	1.00	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	810	38	65	2034	0	15	3	1	141	3	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	810	38	65	2034	0	15	3	1	141	3	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	810	38	65	2034	0	15	3	1	141	3	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	810	38	65	2034	0	15	3	1	141	3	183
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.67	0.33	1.00	1.96	0.04	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2500	500	1500	2938	63	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.03	0.04	0.45	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			678			9					183
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	127	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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	249	1399	116	368	1643	414	234	345	106	377	1199	140
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	249	1399	116	368	1643	414	234	345	106	377	1199	140
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	1399	0	368	1643	0	234	345	106	377	1199	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1399	0	368	1643	0	234	345	106	377	1199	140
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	1399	0	368	1643	0	234	345	106	377	1199	140
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.32	0.00	0.13	0.38	0.00	0.08	0.12	0.07	0.13	0.28	0.10
Crit Volume:	125			548			117			400		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.855
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	157	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	250	1497	94	16	2193	179	97	18	148	67	17	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	1497	94	16	2193	179	97	18	148	67	17	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	1497	94	16	2193	179	97	18	148	67	17	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	1497	94	16	2193	179	97	18	148	67	17	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	1497	94	16	2193	179	97	18	148	67	17	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.82	0.18	1.00	2.77	0.23	0.84	0.16	1.00	0.80	0.20	1.00
Final Sat.:	1450	4093	257	1450	4022	328	1223	227	1450	1157	293	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.37	0.01	0.55	0.55	0.08	0.08	0.10	0.06	0.06	0.02
Crit Volume:	250					791		115			84	
Crit Moves:	****					****		****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	339	672	723	177	1654	459	402	1344	108	705	1917	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	339	672	723	177	1654	459	402	1344	108	705	1917	102
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	339	672	0	177	1654	0	402	1344	0	705	1917	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	672	0	177	1654	0	402	1344	0	705	1917	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	339	672	0	177	1654	0	402	1344	0	705	1917	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.00	0.06	0.29	0.00	0.14	0.31	0.00	0.16	0.44	0.00
Crit Volume:	170			414			201			639		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec):	120	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	44	1886	42	29	2109	51	33	0	23	23	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	1886	42	29	2109	51	33	0	23	23	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	1886	42	29	2109	51	33	0	23	23	0	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1886	42	29	2109	51	33	0	23	23	0	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	1886	42	29	2109	51	33	0	23	23	0	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.93	0.07	1.00	2.93	0.07	0.59	0.00	0.41	0.50	0.00	0.50
Final Sat.:	1450	4255	95	1450	4247	103	854	0	596	725	0	725
Capacity Analysis Module:												
Vol/Sat:	0.03	0.44	0.44	0.02	0.50	0.50	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	44						720		56			46
Crit Moves:	****						****		****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	2	0	1
Volume Module:												
Base Vol:	292	2346	65	79	2157	101	97	77	139	185	335	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	2346	65	79	2157	101	97	77	139	185	335	120
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	292	2346	0	79	2157	101	97	77	139	185	335	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	292	2346	0	79	2157	101	97	77	139	185	335	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	292	2346	0	79	2157	101	97	77	139	185	335	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4155	195	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.54	0.00	0.03	0.52	0.52	0.07	0.03	0.10	0.06	0.12	0.00
Crit Volume:	146					753	97				168	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec):	120	Critical Vol./Cap.(X):	0.657
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	75	1848	151	298	1837	154	258	54	123	306	68	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	1848	151	298	1837	154	258	54	123	306	68	244
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	75	1848	0	298	1837	154	258	54	0	306	68	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1848	0	298	1837	154	258	54	0	306	68	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	75	1848	0	298	1837	154	258	54	0	306	68	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.00	0.10	0.42	0.11	0.06	0.04	0.00	0.07	0.05	0.00
Crit Volume:		616			149		86			102		
Crit Moves:		****			****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec):	120	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	153	1587	1	15	1922	258	88	0	138	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	1587	1	15	1922	258	88	0	138	2	1	1
User Adj:	1.00	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:	153	1587	1	15	1922	258	88	0	138	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	1587	1	15	1922	258	88	0	138	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	153	1587	1	15	1922	258	88	0	138	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.55	0.55	0.01	0.66	0.18	0.06	0.00	0.10	0.00	0.00	0.00
Crit Volume:	153				961		88				3	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.011
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	586	902	31	1074	952	331	620	1660	849	225	1989	648
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	586	902	31	1074	952	331	620	1660	849	225	1989	648
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	586	902	0	1074	952	0	620	1660	0	225	1989	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	902	0	1074	952	0	620	1660	0	225	1989	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	586	902	0	1074	952	0	620	1660	0	225	1989	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.20	0.21	0.00	0.25	0.22	0.00	0.21	0.29	0.00	0.08	0.34	0.00
Crit Volume:		301			358			310			497	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	150	1147	4	11	1567	458	519	3	155	13	18	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	1147	4	11	1567	458	519	3	155	13	18	20
User Adj:	1.00	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:	150	1147	4	11	1567	458	519	3	155	13	18	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	1147	4	11	1567	458	519	3	155	13	18	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	150	1147	4	11	1567	458	519	3	155	13	18	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.02	0.98	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	28	1422	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.01	0.54	0.32	0.18	0.11	0.11	0.01	0.01	0.01
Crit Volume:	75				784		260				18	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
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			Ovl			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 0	0	1 0	0 1
Volume Module:												
Base Vol:	67	821	0	44	1210	287	225	14	60	18	5	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	821	0	44	1210	287	225	14	60	18	5	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	821	0	44	1210	287	225	14	60	18	5	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	821	0	44	1210	287	225	14	60	18	5	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	821	0	44	1210	287	225	14	60	18	5	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.62	0.38	1.51	0.09	0.40	0.78	0.22	1.00
Final Sat.:	1450	2900	0	1450	2344	556	2182	136	582	1135	315	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.03	0.52	0.52	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	67					749		150				57
Crit Moves:	****					****		****				****

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	677	420	877	860	0	0	0	0	664	0	593
Growth Adj:	1.00	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	677	420	877	860	0	0	0	0	664	0	593
User Adj:	1.00	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	677	420	877	860	0	0	0	0	664	0	593
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	677	420	877	860	0	0	0	0	664	0	593
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	677	420	877	860	0	0	0	0	664	0	593
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.28	0.29	0.29	0.00	0.00	0.00	0.00	0.22	0.00	0.40
Crit Volume:			420	439			0			332		
Crit Moves:			****	****						****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	90	715	39	25	1090	105	123	16	78	103	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	715	39	25	1090	105	123	16	78	103	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	715	39	25	1090	105	123	16	78	103	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	715	39	25	1090	105	123	16	78	103	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	715	39	25	1090	105	123	16	78	103	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.82	0.18	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1500	2845	155	1500	2736	264	1327	173	1500	1405	95	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	90				598			139		103		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap.(X):	0.489
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	6	7	8	156	9	56	21	409	7	17	1088	378
Growth Adj:	1.00	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	7	8	156	9	56	21	409	7	17	1088	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	7	8	156	9	56	21	409	7	17	1088	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	7	8	156	9	56	21	409	7	17	1088	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	7	8	156	9	56	21	409	7	17	1088	378
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.46	0.54	1.00	0.95	0.05	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	692	808	1500	1418	82	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.11	0.11	0.04	0.01	0.14	0.00	0.01	0.36	0.25
Crit Volume:		13		156			21				544	
Crit Moves:		****		****			****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.547
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0	1	0	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	36	0	74	0	0	0	0	574	27	197	1569	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:	36	0	74	0	0	0	0	574	27	197	1569	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	36	0	74	0	0	0	0	574	27	197	1569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	36	0	74	0	0	0	0	574	27	197	1569	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:	36	0	74	0	0	0	0	574	27	197	1569	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.19	0.02	0.13	0.52	0.00
Crit Volume:	36				0			0			785	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	0	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	54	0	1111	496	1338	0	0	1313	94
Growth Adj:	1.00	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	54	0	1111	496	1338	0	0	1313	94
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	54	0	1111	496	1338	0	0	1313	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	54	0	1111	496	1338	0	0	1313	94
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	54	0	1111	496	1338	0	0	1313	94
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.37	0.17	0.45	0.00	0.00	0.44	0.06
Crit Volume:	0					556	0				657	
Crit Moves:						****	****				****	

City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	167	190	64	41	97	55	30	374	71	239	1095	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	167	190	64	41	97	55	30	374	71	239	1095	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	167	190	64	41	97	55	30	374	71	239	1095	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	167	190	64	41	97	55	30	374	71	239	1095	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	167	190	64	41	97	55	30	374	71	239	1095	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.75	0.25	1.00	0.64	0.36	1.00	1.68	0.32	1.00	1.92	0.08
Final Sat.:	1450	1085	365	1450	925	525	1450	2437	463	1450	2781	119
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.18	0.03	0.10	0.10	0.02	0.15	0.15	0.16	0.39	0.39
Crit Volume:	167					152	30					571
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ovl				Ovl				Ovl				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	1	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	5	5	43		44	4	22		35	527	8		90	1478	63	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	5	43		44	4	22		35	527	8		90	1478	63	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	5	43		44	4	22		35	527	8		90	1478	63	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	5	43		44	4	22		35	527	8		90	1478	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:	5	5	43		44	4	22		35	527	8		90	1478	63	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.03		0.03	0.00	0.02		0.02	0.18	0.01		0.06	0.51	0.04	
Crit Volume:			5				44				35				739	
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ovl				Ovl				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	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	27	15	116		11	9	24		39	621	104		149	1687	15	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	27	15	116		11	9	24		39	621	104		149	1687	15	
User Adj:	1.00	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:	27	15	116		11	9	24		39	621	104		149	1687	15	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	15	116		11	9	24		39	621	104		149	1687	15	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	27	15	116		11	9	24		39	621	104		149	1687	15	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.64	0.36	1.00		0.55	0.45	1.00		1.00	1.71	0.29		1.00	1.98	0.02	
Final Sat.:	932	518	1450		798	653	1450		1450	2484	416		1450	2874	26	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.03	0.08		0.01	0.01	0.02		0.03	0.25	0.25		0.10	0.59	0.59	
Crit Volume:			42				20				39				851	
Crit Moves:		****				****				****				****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1	0	2	0	0	0
Volume Module:												
Base Vol:	0	0	0	76	0	8	10	521	0	0	1494	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	76	0	8	10	521	0	0	1494	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	8	10	521	0	0	1494	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	8	10	521	0	0	1494	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	76	0	8	10	521	0	0	1494	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.90	0.00	0.10	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1357	0	143	1500	3000	0	0	2869	131
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.17	0.00	0.00	0.52	0.52
Crit Volume:	0					84	10					781
Crit Moves:						****	****					****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.921
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	0
Volume Module:												
Base Vol:	991	561	1	3	1017	833	335	2	364	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	991	561	1	3	1017	833	335	2	364	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	991	561	1	3	1017	833	335	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	991	561	1	3	1017	833	335	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	991	561	1	3	1017	833	335	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.34	0.19	0.19	0.00	0.35	0.57	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	495					833		0				7
Crit Moves:	****					****		****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	46	208	60	164	261	827	414	258	28	181	913	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	208	60	164	261	827	414	258	28	181	913	170
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	208	0	164	261	0	414	258	0	181	913	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	208	0	164	261	0	414	258	0	181	913	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	208	0	164	261	0	414	258	0	181	913	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.00	0.06	0.09	0.00	0.14	0.09	0.00	0.06	0.31	0.00
Crit Volume:		104			82			207			457	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec):	120	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	484	590	122	153	774	177	205	616	614	199	627	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	484	590	122	153	774	177	205	616	614	199	627	118
User Adj:	1.00	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:	484	590	122	153	774	177	205	616	614	199	627	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	484	590	122	153	774	177	205	616	614	199	627	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	484	590	122	153	774	177	205	616	614	199	627	118
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.08	0.05	0.18	0.12	0.14	0.21	0.42	0.14	0.22	0.08
Crit Volume:	0				258				614	199		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 63 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:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	334	525	131	11	682	104	78	268	478	196	429	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	525	131	11	682	104	78	268	478	196	429	79
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	334	525	0	11	682	104	78	268	0	196	429	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	525	0	11	682	104	78	268	0	196	429	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	334	525	0	11	682	104	78	268	0	196	429	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.60	0.40	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3774	576	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.23	0.18	0.00	0.01	0.18	0.18	0.05	0.09	0.00	0.14	0.15	0.00
Crit Volume:	334			262			134			196		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 12 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	106	0	55	0	0	0	0	749	124	133	806	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:	106	0	55	0	0	0	0	749	124	133	806	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	0	55	0	0	0	0	749	124	133	806	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	0	55	0	0	0	0	749	124	133	806	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:	106	0	55	0	0	0	0	749	124	133	806	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.25	0.08	0.09	0.27	0.00
Crit Volume:	106			0			375			133		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Ovl				Ovl				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	2	1 0	1	0	3	0 1	1	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	87	657		53	237	742		123	219		14	96	151		20	374
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	87	657		53	237	742		123	219		14	96	151		20	374
User Adj:	1.00	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:	87	657		53	237	742		123	219		14	96	151		20	374
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	87	657		53	237	742		123	219		14	96	151		20	374
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	87	657		53	237	742		123	219		14	96	151		20	374
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	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	2.78		0.22	1.00	3.00		1.00	1.88	0.12		1.00	0.88	0.12		1.00
Final Sat.:	1450	4025		325	1450	4350		1450	2726		174	1450	1280		170	1450
Capacity Analysis Module:																
Vol/Sat:	0.06	0.16		0.16	0.16	0.17		0.08	0.08	0.08		0.07	0.12	0.12		0.26
Crit Volume:		237			237				117					171		
Crit Moves:		****			****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 0	0	0	0	0 0	2	0	0	0 1
Volume Module:																
Base Vol:	0	744		81	403	801		0	0		0	0	45		0	251
Growth Adj:	1.00	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	744		81	403	801		0	0		0	0	45		0	251
User Adj:	1.00	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	744		81	403	801		0	0		0	0	45		0	251
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	0	744		81	403	801		0	0		0	0	45		0	251
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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	744		81	403	801		0	0		0	0	45		0	251
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500		1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	0.00	3.00		1.00	1.00	3.00		0.00	0.00	0.00		0.00	2.00	0.00		1.00
Final Sat.:	0	4500		1500	1500	4500		0	0		0	0	3000		0	1500
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17		0.05	0.27	0.18		0.00	0.00	0.00		0.00	0.02	0.00		0.17
Crit Volume:		248			403				0							251
Crit Moves:		****			****											****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec):	120	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	81	664	72	249	1231	75	98	22	76	152	14	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	664	72	249	1231	75	98	22	76	152	14	397
User Adj:	1.00	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:	81	664	72	249	1231	75	98	22	76	152	14	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	664	72	249	1231	75	98	22	76	152	14	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	81	664	72	249	1231	75	98	22	76	152	14	397
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	3.00	1.00	0.82	0.18	1.00	0.92	0.08	1.00
Final Sat.:	1450	2616	284	1450	4350	1450	1184	266	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.17	0.28	0.05	0.08	0.08	0.05	0.11	0.11	0.27
Crit Volume:			368	249				120			166	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.199
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	5	5	1	8	3	500	14	10	231	15
Growth Adj:	1.00	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	1	5	5	1	8	3	500	14	10	231	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	5	1	8	3	500	14	10	231	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	5	1	8	3	500	14	10	231	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	5	5	1	8	3	500	14	10	231	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.36	0.07	0.57	1.00	1.95	0.05	1.00	1.88	0.12
Final Sat.:	363	181	906	518	104	829	1450	2821	79	1450	2723	177
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.18	0.18	0.01	0.08	0.08
Crit Volume:			8			14		257		10		
Crit Moves:		****			****		****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	1	0	0 1	1	0	1 1	1	0	1 1 0
Volume Module:												
Base Vol:	5	0	13	128	0	222	82	333	2	5	582	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	128	0	222	82	333	2	5	582	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	128	0	222	82	333	2	5	582	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	128	0	222	82	333	2	5	582	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:	5	0	13	128	0	222	82	333	2	5	582	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.80	0.20
Final Sat.:	1450	0	1450	1450	0	1450	1450	2883	17	1450	2617	283
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.15	0.06	0.12	0.12	0.00	0.22	0.22
Crit Volume:	5					222	82					323
Crit Moves:	****					****	****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.961
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	639	1629	680	152	1029	162	199	346	638	825	310	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:	639	1629	680	152	1029	162	199	346	638	825	310	154
User Adj:	1.00	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:	639	1629	680	152	1029	162	199	346	638	825	310	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	639	1629	680	152	1029	162	199	346	638	825	310	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	639	1629	680	152	1029	162	199	346	638	825	310	154
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.37	0.47	0.05	0.24	0.11	0.07	0.12	0.44	0.28	0.11	0.11
Crit Volume:	0				343				638	413		
Crit Moves:	****				****				****	****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.866
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	171	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	3	0 1	0 1
Volume Module:												
Base Vol:	315	1333	986	24	1003	47	53	396	283	1218	738	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	315	1333	986	24	1003	47	53	396	283	1218	738	34
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	315	1333	0	24	1003	0	53	396	0	1218	738	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1333	0	24	1003	0	53	396	0	1218	738	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	315	1333	0	24	1003	0	53	396	0	1218	738	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.31	0.00	0.01	0.23	0.00	0.02	0.14	0.00	0.28	0.51	0.00
Crit Volume:	158				334			27			738	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.783
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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:	Ignore			Ignore			Ignore			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	238	23	22	66	18	15	6	2358	10	94	2281	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	23	22	66	18	15	6	2358	10	94	2281	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	238	23	0	66	18	0	6	2358	0	94	2281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	23	0	66	18	0	6	2358	0	94	2281	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	238	23	0	66	18	0	6	2358	0	94	2281	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.02	0.00	0.05	0.01	0.00	0.00	0.54	0.00	0.06	0.52	0.00
Crit Volume:	238				18			786			94	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	73	1572	248	96	944	25	14	14	35	326	28	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1572	248	96	944	25	14	14	35	326	28	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1572	248	96	944	25	14	14	35	326	28	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1572	248	96	944	25	14	14	35	326	28	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1572	248	96	944	25	14	14	35	326	28	55
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.34	0.66
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	489	961
Capacity Analysis Module:												
Vol/Sat:	0.05	0.36	0.17	0.07	0.22	0.02	0.01	0.01	0.02	0.11	0.06	0.06
Crit Volume:		524		96					35	163		
Crit Moves:		****		****					****	****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	6	149	255	78	124	36	16	265	10	389	377	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	6	149	255	78	124	36	16	265	10	389	377	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	149	255	78	124	36	16	265	10	389	377	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	149	255	78	124	36	16	265	10	389	377	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	6	149	255	78	124	36	16	265	10	389	377	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.18	0.05	0.09	0.02	0.01	0.09	0.01	0.27	0.13	0.05
Crit Volume:		149		78				133		389		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	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:	0	0	0	1	0	1	1	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	36	0	43	59	1431	0	0	2060	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	36	0	43	59	1431	0	0	2060	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:	0	0	0	36	0	43	59	1431	0	0	2060	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	36	0	43	59	1431	0	0	2060	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:	0	0	0	36	0	43	59	1431	0	0	2060	28
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.48	0.00	0.00	0.69	0.02
Crit Volume:	0					43	59				1030	
Crit Moves:						****	****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap.(X):	0.341
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	8	15	20	24	36	35	17	650	11	65	878	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	15	20	24	36	35	17	650	11	65	878	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	15	20	24	36	35	17	650	11	65	878	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	15	20	24	36	35	17	650	11	65	878	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	8	15	20	24	36	35	17	650	11	65	878	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.02	0.01	0.22	0.01	0.04	0.30	0.01
Crit Volume:		15			24			17			439	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec):	100	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	1!	0	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	60	0	23	11	1427	0	0	2021	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:	0	0	0	60	0	23	11	1427	0	0	2021	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	23	11	1427	0	0	2021	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	23	11	1427	0	0	2021	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	60	0	23	11	1427	0	0	2021	82
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.72	0.00	0.28	1.00	2.00	0.00	0.00	1.92	0.08
Final Sat.:	0	0	0	1084	0	416	1500	3000	0	0	2883	117
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.48	0.00	0.00	0.70	0.70
Crit Volume:	0					83	11				1052	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec):	120	Critical Vol./Cap.(X):	1.198
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	555	1027	975	416	1126	40	43	1711	711	891	1918	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	555	1027	975	416	1126	40	43	1711	711	891	1918	245
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	555	1027	0	416	1126	0	43	1711	0	891	1918	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	555	1027	0	416	1126	0	43	1711	0	891	1918	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	555	1027	0	416	1126	0	43	1711	0	891	1918	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.35	0.00	0.14	0.26	0.00	0.01	0.39	0.00	0.31	0.44	0.00
Crit Volume:		514			208			570		446		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec): 120 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	107	0	6	12	1328	0	0	1808	242
Growth Adj:	1.00	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	107	0	6	12	1328	0	0	1808	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	6	12	1328	0	0	1808	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	6	12	1328	0	0	1808	242
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	107	0	6	12	1328	0	0	1808	242
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.44	0.00	0.00	0.60	0.16
Crit Volume:		0		107			12				904	
Crit Moves:				****			****				****	

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec): 120 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	333	2701		36		85	2361		294	472	6	429	167	5	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	333	2701		36		85	2361		294	472	6	429	167	5	170
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	333	2701		0		85	2361		0	472	6	0	167	5	0
Reduct Vol:	0	0		0		0	0		0	0	0	0	0	0	0
Reduced Vol:	333	2701		0		85	2361		0	472	6	0	167	5	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	333	2701		0		85	2361		0	472	6	0	167	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800		0	2900	4350	1450	2900	1450	1450	2900	1450	1450		
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47	0.00	0.03	0.54	0.00	0.16	0.00	0.00	0.06	0.00	0.00			
Crit Volume:	167				787		236				5				
Crit Moves:	****				****		****				****				

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.891
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	172	520	362	107	1090	327	165	1882	117	430	2148	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	172	520	362	107	1090	327	165	1882	117	430	2148	188
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	172	520	0	107	1090	327	165	1882	117	430	2148	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	520	0	107	1090	327	165	1882	117	430	2148	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	172	520	0	107	1090	327	165	1882	117	430	2148	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.00	0.04	0.25	0.23	0.06	0.43	0.08	0.15	0.37	0.00
Crit Volume:	86			363			627			215		
Crit Moves:	****			****			****			****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.619
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	6	0	244	0	0	0	0	1816	179	171	2568	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:	6	0	244	0	0	0	0	1816	179	171	2568	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	244	0	0	0	0	1816	179	171	2568	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	244	0	0	0	0	1816	179	171	2568	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:	6	0	244	0	0	0	0	1816	179	171	2568	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.73	0.27	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4096	404	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.44	0.44	0.11	0.57	0.00
Crit Volume:			244	0			0			856		
Crit Moves:			****				****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.849
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 151 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:	Ignore			Ignore			Ignore			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:	2	0 2	0 1	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	295	648	385	381	779	272	145	1288	175	530	1717	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	295	648	385	381	779	272	145	1288	175	530	1717	262
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	295	648	0	381	779	0	145	1288	0	530	1717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	295	648	0	381	779	0	145	1288	0	530	1717	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	295	648	0	381	779	0	145	1288	0	530	1717	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.00	0.13	0.27	0.00	0.05	0.30	0.00	0.18	0.39	0.00
Crit Volume:	148			390			429			265		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.600
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	3	813	96	76	1563	14	12	8	6	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	813	96	76	1563	14	12	8	6	52	6	62
User Adj:	1.00	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:	3	813	96	76	1563	14	12	8	6	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	813	96	76	1563	14	12	8	6	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	813	96	76	1563	14	12	8	6	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2594	306	1450	2874	26	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.05	0.54	0.54	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	3			789			20			58		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.496
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0 0	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	819	90	158	1481	0	0	0	0	4	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	819	90	158	1481	0	0	0	0	4	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	819	90	158	1481	0	0	0	0	4	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	819	90	158	1481	0	0	0	0	4	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	819	90	158	1481	0	0	0	0	4	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.80	0.20	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2703	297	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.30	0.11	0.49	0.00	0.00	0.00	0.00	0.00	0.00	0.07
Crit Volume:	0				741			0		4		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1	0	1	0 2	0 1	0	1 0	0 1	0	1 0
Volume Module:												
Base Vol:	50	811	43	46	1346	31	6	21	124	152	23	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	811	43	46	1346	31	6	21	124	152	23	143
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	50	811	43	46	1346	0	6	21	124	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	811	43	46	1346	0	6	21	124	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	50	811	43	46	1346	0	6	21	124	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2754	146	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0				673				124		175	
Crit Moves:	****				****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.271
Loss Time (sec):	0	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	0	1	0	1	1	0	2	1	0	1
Volume Module:												
Base Vol:	0	0	0	250	0	30	26	249	0	1	262	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	250	0	30	26	249	0	1	262	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	250	0	30	26	249	0	1	262	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	250	0	30	26	249	0	1	262	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:	0	0	0	250	0	30	26	249	0	1	262	46
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.03
Crit Volume:		0		250			26				131	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	55	0	89	0	0	0	0	2193	251	371	1855	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:	55	0	89	0	0	0	0	2193	251	371	1855	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	0	89	0	0	0	0	2193	251	371	1855	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	0	89	0	0	0	0	2193	251	371	1855	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:	55	0	89	0	0	0	0	2193	251	371	1855	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.49	0.17	0.25	0.41	0.00
Crit Volume:			89	0				731		371		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				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	1	0	0 1	1	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	14	3	12		247	5	303		94	2678	7		40	2371	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:	14	3	12		247	5	303		94	2678	7		40	2371	294	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	3	12		247	5	303		94	2678	7		40	2371	294	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	3	12		247	5	303		94	2678	7		40	2371	294	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	14	3	12		247	5	303		94	2678	7		40	2371	294	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.65	0.35	1.00		1.96	0.04	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	2388	512	1450		2842	58	1450		1450	4350	1450		1450	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.01		0.09	0.09	0.21		0.06	0.62	0.00		0.03	0.55	0.20	
Crit Volume:	9				303		893			40						
Crit Moves:	****				****		****			****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap.(X): 0.837
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 114 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Ovl				Ovl				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:	0	1	0	0 1	2	1	0	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	5	2	11		1102	3	288		186	2081	3		15	1913	690	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	5	2	11		1102	3	288		186	2081	3		15	1913	690	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	5	2	11		1102	3	288		186	2081	3		15	1913	690	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	5	2	11		1102	3	288		186	2081	3		15	1913	690	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2	11		1102	3	288		186	2081	3		15	1913	690	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.71	0.29	1.00		2.99	0.01	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	1071	429	1500		4488	12	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.01		0.25	0.25	0.19		0.12	0.46	0.00		0.01	0.43	0.46	
Crit Volume:			11		368				186						690	
Crit Moves:			****		****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.919
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0 0	1	0	2 0	1	2	0 3	0 1	2	0 3 0 1
Volume Module:												
Base Vol:	627	107	314	35	176	235	60	2289	726	239	2463	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:	627	107	314	35	176	235	60	2289	726	239	2463	30
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	627	107	0	35	176	235	60	2289	0	239	2463	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	627	107	0	35	176	235	60	2289	0	239	2463	30
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	627	107	0	35	176	235	60	2289	0	239	2463	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.56	0.44	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3716	634	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.06	0.16	0.02	0.53	0.00	0.08	0.57	0.02
Crit Volume:	245					235		763		120		
Crit Moves:	****					****		****		****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap.(X): 0.804
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0 0	1	1	0 0	1	2	0 4	0 1	2	0 4 0 1
Volume Module:												
Base Vol:	209	85	262	10	170	80	35	2882	160	256	2231	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:	209	85	262	10	170	80	35	2882	160	256	2231	99
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	209	85	0	10	170	0	35	2882	0	256	2231	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	85	0	10	170	0	35	2882	0	256	2231	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	209	85	0	10	170	0	35	2882	0	256	2231	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.42	0.58	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2062	838	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.01	0.12	0.00	0.01	0.50	0.00	0.09	0.38	0.00
Crit Volume:		147			170			721		128		
Crit Moves:		****			****			****		****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.739
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	114	0	443	613	1826	2	7	2119	133
Growth Adj:	1.00	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	0	0	114	0	443	613	1826	2	7	2119	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	114	0	443	613	1826	2	7	2119	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	114	0	443	613	1826	2	7	2119	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	114	0	443	613	1826	2	7	2119	133
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.21	0.42	0.42	0.00	0.49	0.09
Crit Volume:	2			57			307				706	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.823
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 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:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	386	330	113	491	368	138	223	2362	342	250	2177	748
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	330	113	491	368	138	223	2362	342	250	2177	748
User Adj:	1.00	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:	386	330	113	491	368	138	223	2362	342	250	2177	748
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	330	113	491	368	138	223	2362	342	250	2177	748
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	386	330	113	491	368	138	223	2362	342	250	2177	748
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.08	0.08	0.17	0.08	0.10	0.08	0.41	0.24	0.09	0.50	0.52
Crit Volume:		110			245			112			726	
Crit Moves:		****			****			****			****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0 1	1	1	0	0 1	2	0	4	0 1	1	0	4	0 1
Volume Module:																
Base Vol:	19	1	28		90	1	146		163	3035	41		34	2429	83	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	19	1	28		90	1	146		163	3035	41		34	2429	83	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	19	1	0		90	1	0		163	3035	0		34	2429	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	19	1	0		90	1	0		163	3035	0		34	2429	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	19	1	0		90	1	0		163	3035	0		34	2429	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.95	0.05	1.00		1.98	0.02	1.00		2.00	4.00	1.00		1.00	4.00	1.00	
Final Sat.:	1378	73	1450		2868	32	1450		2900	5800	1450		1450	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.01	0.00		0.03	0.03	0.00		0.06	0.52	0.00		0.02	0.42	0.00	
Crit Volume:		20				46				759				34		
Crit Moves:		****				****				****				****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.604
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Include				Include				Ovl			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	3	0 1	1	0	3	0 0	0	0	0	0 0	1	0	0	0 1
Volume Module:																
Base Vol:	0	2132	155		118	1760	0		0	0	0		77	0	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:	0	2132	155		118	1760	0		0	0	0		77	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:	1.00	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	2132	155		118	1760	0		0	0	0		77	0	82	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	2132	155		118	1760	0		0	0	0		77	0	82	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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	2132	155		118	1760	0		0	0	0		77	0	82	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		1.00	3.00	0.00		0.00	0.00	0.00		1.00	0.00	1.00	
Final Sat.:	0	4500	1500		1500	4500	0		0	0	0		1500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.47	0.10		0.08	0.39	0.00		0.00	0.00	0.00		0.05	0.00	0.05	
Crit Volume:		711				118				0				77		
Crit Moves:		****				****								****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	480	539	84	424	892	36	37	663	435	193	429	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	539	84	424	892	36	37	663	435	193	429	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	539	84	424	892	36	37	663	435	193	429	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	539	84	424	892	36	37	663	435	193	429	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	480	539	84	424	892	36	37	663	435	193	429	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.19	0.06	0.15	0.21	0.02	0.03	0.23	0.30	0.13	0.15	0.08
Crit Volume:	240			297			332			193		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	216	1686	8	11	1840	60	150	27	265	5	13	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:	216	1686	8	11	1840	60	150	27	265	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	216	1686	8	11	1840	60	150	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1686	8	11	1840	60	150	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	216	1686	8	11	1840	60	150	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2458	442	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.15	0.39	0.01	0.01	0.42	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	216			613			89			24		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	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	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	58	0	51		0	0	0		0	1176	152		100	985	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:	58	0	51		0	0	0		0	1176	152		100	985	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	58	0	51		0	0	0		0	1176	152		100	985	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	58	0	51		0	0	0		0	1176	152		100	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:	58	0	51		0	0	0		0	1176	152		100	985	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.03		0.00	0.00	0.00		0.00	0.39	0.10		0.07	0.33	0.00	
Crit Volume:	58						0			588			100			
Crit Moves:	****									****			****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ignore				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	3	0 1	2	0	2	1 0	1	0	1	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	28	1501	124		314	1833	5		105	194	133		33	21	191	
Growth Adj:	1.00	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	1501	124		314	1833	5		105	194	133		33	21	191	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	28	1501	0		314	1833	5		105	194	133		33	21	191	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	1501	0		314	1833	5		105	194	133		33	21	191	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	28	1501	0		314	1833	5		105	194	133		33	21	191	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		2.00	2.99	0.01		1.00	1.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		2900	4338	12		1450	1450	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.35	0.00		0.11	0.42	0.42		0.07	0.13	0.09		0.02	0.01	0.13	
Crit Volume:		500				157				194			33			
Crit Moves:		****				****				****			****			

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.603
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 0	0	0 3	0 1	2	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	107	1894	0	0	1593	244	359	0	326	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:	107	1894	0	0	1593	244	359	0	326	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	1894	0	0	1593	244	359	0	326	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1894	0	0	1593	244	359	0	326	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:	107	1894	0	0	1593	244	359	0	326	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3000	4500	0	0	4500	1500	3000	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.00	0.00	0.35	0.16	0.12	0.00	0.22	0.00	0.00	0.00
Crit Volume:		631		0					326	0		
Crit Moves:		****		****					****			

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	771	1259	31	237	1680	75	112	368	740	45	215	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:	771	1259	31	237	1680	75	112	368	740	45	215	64
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	771	1259	0	237	1680	0	112	368	0	45	215	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	771	1259	0	237	1680	0	112	368	0	45	215	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	771	1259	0	237	1680	0	112	368	0	45	215	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.29	0.00	0.08	0.39	0.00	0.04	0.13	0.00	0.02	0.07	0.00
Crit Volume:	386				560			184		23		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec):	120			Critical Vol./Cap.(X):			0.641								
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	64			Level Of Service:			B								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0			
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	0 1	1	0 2.0	0 1	0	1.0	0.0 1	0	0.0	1! 0.0			
Volume Module:															
Base Vol:	108	1181	18	5	1360	12	5	7	104	30	7	1			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	108	1181	18	5	1360	12	5	7	104	30	7	1			
User Adj:	1.00	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:	108	1181	18	5	1360	12	5	7	104	30	7	1			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	108	1181	18	5	1360	12	5	7	104	30	7	1			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	108	1181	18	5	1360	12	5	7	104	30	7	1			
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450			
Adjustment:	1.00	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	0.42	0.58	1.00	0.79	0.18	0.03			
Final Sat.:	1450	2900	1450	1450	2900	1450	604	846	1450	1145	267	38			
Capacity Analysis Module:															
Vol/Sat:	0.07	0.41	0.01	0.00	0.47	0.01	0.01	0.01	0.07	0.03	0.03	0.03			
Crit Volume:	108			680			104			38					
Crit Moves:	****			****			****			****					

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec):	120			Critical Vol./Cap.(X):			0.518								
Loss Time (sec):	12			Average Delay (sec/veh):			xxxxxx								
Optimal Cycle:	47			Level Of Service:			A								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R			
Control:	Protected			Protected			Split Phase			Split Phase					
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0	1.0	0.0 1	0	1.0	0.0 1			
Volume Module:															
Base Vol:	115	794	32	27	1159	24	22	3	82	16	3	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:	115	794	32	27	1159	24	22	3	82	16	3	11			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	115	794	32	27	1159	24	22	3	82	16	3	11			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	115	794	32	27	1159	24	22	3	82	16	3	11			
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
FinalVolume:	115	794	32	27	1159	24	22	3	82	16	3	11			
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450			
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.88	0.12	1.00	0.84	0.16	1.00			
Final Sat.:	1450	2788	112	1450	2841	59	1276	174	1450	1221	229	1450			
Capacity Analysis Module:															
Vol/Sat:	0.08	0.28	0.28	0.02	0.41	0.41	0.02	0.02	0.06	0.01	0.01	0.01			
Crit Volume:	115					592		25			19				
Crit Moves:	****					****		****			****				

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.740
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 88 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:	Ignore				Ignore				Ignore				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:	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	1	422	137		337	1093	195		40	990	4		61	862	247	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1	422	137		337	1093	195		40	990	4		61	862	247	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	1	422	0		337	1093	0		40	990	0		61	862	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1	422	0		337	1093	0		40	990	0		61	862	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	1	422	0		337	1093	0		40	990	0		61	862	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	2900	1450		2900	2900	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.15	0.00		0.12	0.38	0.00		0.01	0.34	0.00		0.02	0.30	0.00	
Crit Volume:	0				547				495				31			
Crit Moves:	****				****				****				****			

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.527
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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				Ovl				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!	0 0	0	1	0	0 1	1	0	1	1 0	1	0	1	1 0
Volume Module:																
Base Vol:	43	6	6		13	76	255		28	822	63		39	629	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	43	6	6		13	76	255		28	822	63		39	629	10	
User Adj:	1.00	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:	43	6	6		13	76	255		28	822	63		39	629	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	43	6	6		13	76	255		28	822	63		39	629	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	43	6	6		13	76	255		28	822	63		39	629	10	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.78	0.11	0.11		0.15	0.85	1.00		1.00	1.86	0.14		1.00	1.97	0.03	
Final Sat.:	1134	158	158		212	1238	1450		1450	2694	206		1450	2855	45	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.04		0.06	0.06	0.18		0.02	0.31	0.31		0.03	0.22	0.22	
Crit Volume:		55					255			443			39			
Crit Moves:		****					****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 9 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			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	272	348	320	515	0	0	0	0	469	0	429
Growth Adj:	1.00	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	272	348	320	515	0	0	0	0	469	0	429
User Adj:	1.00	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	272	348	320	515	0	0	0	0	469	0	429
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	348	320	515	0	0	0	0	469	0	429
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	272	348	320	515	0	0	0	0	469	0	429
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.04	0.00	0.96
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1567	0	1433
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.23	0.21	0.34	0.00	0.00	0.00	0.00	0.30	0.00	0.30
Crit Volume:			348	320				0		449		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap.(X): 0.327
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	2 0	1	1	0 2 0 1
Volume Module:												
Base Vol:	7	1	12	13	0	128	176	441	23	12	301	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:	7	1	12	13	0	128	176	441	23	12	301	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:	7	1	12	13	0	128	176	441	23	12	301	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	12	13	0	128	176	441	23	12	301	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:	7	1	12	13	0	128	176	441	23	12	301	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.35	0.05	0.60	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	508	73	870	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.15	0.02	0.01	0.10	0.02
Crit Volume:		20				128	176				151	
Crit Moves:		****				****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	112	1004	0		2	1021	64		25	0	49		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	112	1004	0		2	1021	64		25	0	49		0	0	1	
User Adj:	1.00	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:	112	1004	0		2	1021	64		25	0	49		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	112	1004	0		2	1021	64		25	0	49		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	112	1004	0		2	1021	64		25	0	49		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	0	1500		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33	0.00		0.00	0.34	0.04		0.02	0.00	0.03		0.00	0.00	0.00	
Crit Volume:	112					511					49		0			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	231	775	3		1	834	171		190	2	238		3	5	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	775	3		1	834	171		190	2	238		3	5	3	
User Adj:	1.00	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:	231	775	3		1	834	171		190	2	238		3	5	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	775	3		1	834	171		190	2	238		3	5	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	231	775	3		1	834	171		190	2	238		3	5	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.38	0.62	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	13	1488		563	938	1500	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.00		0.00	0.28	0.11		0.06	0.16	0.16		0.01	0.01	0.00	
Crit Volume:	231					417				240			3			
Crit Moves:	****					****				****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.564
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	104	1140	32	235	1446	210	96	524	526	44	375	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	1140	32	235	1446	210	96	524	526	44	375	225
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	104	1140	0	235	1446	0	96	524	0	44	375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1140	0	235	1446	0	96	524	0	44	375	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	104	1140	0	235	1446	0	96	524	0	44	375	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.08	0.33	0.00	0.07	0.18	0.00	0.02	0.13	0.00
Crit Volume:	52			482			96			188		
Crit Moves:	****			****			****			****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	182	1297	59	106	1434	55	203	12	336	126	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	1297	59	106	1434	55	203	12	336	126	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	182	1297	59	106	1434	55	203	12	336	126	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	1297	59	106	1434	55	203	12	336	126	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	182	1297	59	106	1434	55	203	12	336	126	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.89	0.11	1.00	0.97	0.03	1.00
Final Sat.:	1450	4161	189	1450	4189	161	2738	162	1450	1405	45	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.31	0.31	0.07	0.34	0.34	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	182			496			336		130			
Crit Moves:	****			****			****		****			

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.789
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	345	1816	71	44	2084	335	264	91	157	56	134	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	1816	71	44	2084	335	264	91	157	56	134	22
User Adj:	1.00	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:	345	1816	71	44	2084	335	264	91	157	56	134	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	1816	71	44	2084	335	264	91	157	56	134	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	345	1816	71	44	2084	335	264	91	157	56	134	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.55	0.53	0.92	0.53	1.26	0.21
Final Sat.:	2900	4350	1450	1450	4350	1450	2237	772	1341	766	1833	301
Capacity Analysis Module:												
Vol/Sat:	0.12	0.42	0.05	0.03	0.48	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	173			695			171			106		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	266	1018	13	4	990	58	90	7	470	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	266	1018	13	4	990	58	90	7	470	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	266	1018	13	4	990	58	90	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1018	13	4	990	58	90	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	266	1018	13	4	990	58	90	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.86	0.14	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2784	216	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.34	0.01	0.00	0.33	0.04	0.03	0.03	0.00	0.01	0.01	0.00
Crit Volume:	266			495			49			18		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.656
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	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			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	309	1118	265	78	859	45	71	406	177	212	293	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	309	1118	265	78	859	45	71	406	177	212	293	15
User Adj:	1.00	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:	309	1118	265	78	859	45	71	406	177	212	293	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	309	1118	265	78	859	45	71	406	177	212	293	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1118	265	78	859	45	71	406	177	212	293	15
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.95	0.05
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1379	71
Capacity Analysis Module:												
Vol/Sat:	0.11	0.26	0.18	0.03	0.20	0.03	0.05	0.14	0.12	0.07	0.21	0.21
Crit Volume:	155			286			203					308
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec):	120	Critical Vol./Cap.(X):	0.625
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:		Ovl			Ovl			Ovl			Include	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	495	1528	314	67	1090	36	35	85	324	380	125	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	1528	314	67	1090	36	35	85	324	380	125	126
User Adj:	1.00	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:	495	1528	314	67	1090	36	35	85	324	380	125	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	1528	314	67	1090	36	35	85	324	380	125	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	1528	314	67	1090	36	35	85	324	380	125	126
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.81	0.59	0.60
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2624	860	866
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.22	0.02	0.25	0.02	0.02	0.06	0.22	0.14	0.15	0.15
Crit Volume:	248			363			85					211
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	24	1257	31	13	938	287	313	17	39	33	14	17
Growth Adj:	1.00	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	1257	31	13	938	287	313	17	39	33	14	17
User Adj:	1.00	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	1257	31	13	938	287	313	17	39	33	14	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1257	31	13	938	287	313	17	39	33	14	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1257	31	13	938	287	313	17	39	33	14	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.30	0.70	2.00	0.45	0.55
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	440	1010	2900	655	795
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.02	0.01	0.22	0.20	0.22	0.04	0.04	0.01	0.02	0.02
Crit Volume:		419		13			313					31
Crit Moves:		****		****			****					****

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
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:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	39	1410	63	6	1777	50	62	11	66	39	17	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1410	63	6	1777	50	62	11	66	39	17	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1410	63	6	1777	50	62	11	66	39	17	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1410	63	6	1777	50	62	11	66	39	17	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	39	1410	63	6	1777	50	62	11	66	39	17	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.91	0.09	1.00	1.95	0.05	1.00	1.00	1.00	1.00	0.18	0.82
Final Sat.:	1500	2872	128	1500	2918	82	1500	1500	1500	1500	274	1226
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.00	0.61	0.61	0.04	0.01	0.04	0.03	0.06	0.06
Crit Volume:	39				914		62					93
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.915
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	26	2051	59	7	2273	203	25	0	243	258	0	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	2051	59	7	2273	203	25	0	243	258	0	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	2051	59	7	2273	203	25	0	243	258	0	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	2051	59	7	2273	203	25	0	243	258	0	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:	26	2051	59	7	2273	203	25	0	243	258	0	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	1.00	2.75	0.25	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4228	122	1450	3993	357	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.49	0.49	0.00	0.57	0.57	0.02	0.00	0.17	0.18	0.00	0.02
Crit Volume:	0					825			243	258		
Crit Moves:	****					****			****	****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.708
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2068	37	36	2384	83	51	18	11	90	22	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2068	37	36	2384	83	51	18	11	90	22	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2068	37	36	2384	83	51	18	11	90	22	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2068	37	36	2384	83	51	18	11	90	22	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	2068	37	36	2384	83	51	18	11	90	22	68
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.50	0.12	0.38
Final Sat.:	1500	4421	79	1500	4349	151	956	338	206	750	183	567
Capacity Analysis Module:												
Vol/Sat:	0.01	0.47	0.47	0.02	0.55	0.55	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	9					822			51			180
Crit Moves:	****					****			****			****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	1531	38	84	1728	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1531	38	84	1728	0	0	0	0	49	0	60
User Adj:	1.00	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	1531	38	84	1728	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1531	38	84	1728	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1531	38	84	1728	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2927	73	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.52	0.06	0.58	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:			785	84				0		49		
Crit Moves:			****	****						****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.461
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0	1	1	0	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	0	805	11	280	881	0	0	0	0	3	0	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	805	11	280	881	0	0	0	0	3	0	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	805	11	280	881	0	0	0	0	3	0	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	805	11	280	881	0	0	0	0	3	0	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	805	11	280	881	0	0	0	0	3	0	43
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.97	0.03	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2960	40	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.27	0.19	0.29	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Crit Volume:		408		280				0		3		
Crit Moves:		****		****						****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap.(X): 0.748
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	5	816	84	242	1651	19	1	3	4	232	4	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	816	84	242	1651	19	1	3	4	232	4	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	816	84	242	1651	19	1	3	4	232	4	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	816	84	242	1651	19	1	3	4	232	4	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	816	84	242	1651	19	1	3	4	232	4	275
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.81	0.19	1.00	1.98	0.02	0.12	0.38	0.50	0.98	0.02	1.00
Final Sat.:	1450	2629	271	1450	2867	33	181	544	725	1425	25	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.17	0.58	0.58	0.01	0.01	0.01	0.16	0.16	0.19
Crit Volume:	5					835		8			236	
Crit Moves:	****					****		****			****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.794
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 111 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	60	845	15	11	1801	75	65	1	27	81	6	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	845	15	11	1801	75	65	1	27	81	6	23
User Adj:	1.00	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:	60	845	15	11	1801	75	65	1	27	81	6	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	845	15	11	1801	75	65	1	27	81	6	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	60	845	15	11	1801	75	65	1	27	81	6	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.98	0.02	1.00	0.93	0.07	1.00
Final Sat.:	1450	2900	1450	1450	2784	116	1428	22	1450	1350	100	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.29	0.01	0.01	0.65	0.65	0.05	0.05	0.02	0.06	0.06	0.02
Crit Volume:	60					938		66			87	
Crit Moves:	****					****		****			****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	485	170	29	1108	0	0	0	0	118	0	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	485	170	29	1108	0	0	0	0	118	0	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	485	170	29	1108	0	0	0	0	118	0	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	485	170	29	1108	0	0	0	0	118	0	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	485	170	29	1108	0	0	0	0	118	0	29
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.11	0.02	0.37	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:	0				554			0		118		
Crit Moves:	****				****					****		

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 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:	Ovl			Ovl			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 0 1	1	0	0 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	83	0	172	201	0	217	80	1216	84	452	1122	237
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	172	201	0	217	80	1216	84	452	1122	237
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	0	172	201	0	217	80	1216	84	452	1122	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	0	172	201	0	217	80	1216	84	452	1122	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	83	0	172	201	0	217	80	1216	84	452	1122	237
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.12	0.14	0.00	0.15	0.06	0.42	0.06	0.31	0.39	0.16
Crit Volume:	83					217		608		452		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	209	885	28	15	1260	50	21	2	99	22	1	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:	209	885	28	15	1260	50	21	2	99	22	1	8
User Adj:	1.00	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:	209	885	28	15	1260	50	21	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	209	885	28	15	1260	50	21	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	209	885	28	15	1260	50	21	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.92	0.08	0.91	0.09	1.00	0.96	0.04	1.00
Final Sat.:	1450	2811	89	1450	2789	111	1324	126	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.01	0.45	0.45	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	209					655		23			23	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	46	655	8	40	1258	81	71	0	30	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	655	8	40	1258	81	71	0	30	15	3	19
User Adj:	1.00	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:	46	655	8	40	1258	81	71	0	30	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	655	8	40	1258	81	71	0	30	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	655	8	40	1258	81	71	0	30	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2865	35	1450	2725	175	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.03	0.46	0.46	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	46					670	71					19
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	26	754	32	96	1222	63	31	11	24	45	13	382
Growth Adj:	1.00	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	754	32	96	1222	63	31	11	24	45	13	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	754	32	96	1222	63	31	11	24	45	13	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	754	32	96	1222	63	31	11	24	45	13	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	754	32	96	1222	63	31	11	24	45	13	382
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.90	0.10	0.74	0.26	1.00	1.55	0.45	1.00
Final Sat.:	1450	2782	118	1450	2758	142	1070	380	1450	2250	650	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.07	0.44	0.44	0.03	0.03	0.02	0.02	0.02	0.26
Crit Volume:	26			643			42					382
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap.(X): 0.471
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	90	262	23	20	927	13	6	0	92	37	0	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:	90	262	23	20	927	13	6	0	92	37	0	9
User Adj:	1.00	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:	90	262	23	20	927	13	6	0	92	37	0	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	262	23	20	927	13	6	0	92	37	0	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	262	23	20	927	13	6	0	92	37	0	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.84	0.16	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2666	234	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.10	0.10	0.01	0.32	0.01	0.00	0.00	0.06	0.03	0.00	0.01
Crit Volume:	90			464					92	37		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	86	0	468	0	0	0	0	1314	864	125	1872	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	0	468	0	0	0	0	1314	864	125	1872	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	86	0	0	0	0	0	0	1314	0	125	1872	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	0	0	0	0	0	1314	0	125	1872	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	86	0	0	0	0	0	0	1314	0	125	1872	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.44	0.00	0.08	0.62	0.00
Crit Volume:	43				0			0			936	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.647
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	1
Volume Module:												
Base Vol:	311	0	1087	72	577	523	0	745	186	567	1065	369
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	0	1087	72	577	523	0	745	186	567	1065	369
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	311	0	1087	72	577	0	0	745	186	567	1065	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	0	1087	72	577	0	0	745	186	567	1065	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	311	0	1087	72	577	0	0	745	186	567	1065	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.00	0.36	0.05	0.19	0.00	0.00	0.12	0.12	0.19	0.24	0.00
Crit Volume:			543	72			0				355	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	862	0	250	0	1407	554	0	1646	1148
Growth Adj:	1.00	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	862	0	250	0	1407	554	0	1646	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	862	0	250	0	1407	0	0	1646	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	862	0	250	0	1407	0	0	1646	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	862	0	250	0	1407	0	0	1646	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.16	0.00	0.44	0.00	0.00	0.51	0.00
Crit Volume:			0	431			0				823	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.565
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	1137	545	604	917	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	1137	545	604	917	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	1137	545	604	917	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	1137	545	604	917	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	1137	545	604	917	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.36	0.20	0.31	
Crit Volume:	0			0					545	302		
Crit Moves:									****	****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.737
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	585	0	611	0	0	0	0	2400	603	0	2137	379
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	585	0	611	0	0	0	0	2400	603	0	2137	379
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	585	0	611	0	0	0	0	2400	0	0	2137	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	585	0	611	0	0	0	0	2400	0	0	2137	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	585	0	611	0	0	0	0	2400	0	0	2137	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.20	0.00	0.00	0.00	0.00	0.53	0.00	0.00	0.47	0.00
Crit Volume:			306	0				800		0		
Crit Moves:			****					****		****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	438	0	583	0	2572	285	0	2149	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	438	0	583	0	2572	285	0	2149	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	438	0	0	0	2572	0	0	2149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	438	0	0	0	2572	0	0	2149	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	438	0	0	0	2572	0	0	2149	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.00	0.00	0.57	0.00	0.00	0.48	0.00
Crit Volume:			0	219				857		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec):	120	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0 3	0 1	0	0 3	0 1	0	0 0	0 0	3	0 0	0 1
Volume Module:												
Base Vol:	0	1561	232	0	842	0	0	0	0	895	0	421
Growth Adj:	1.00	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	1561	232	0	842	0	0	0	0	895	0	421
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1561	0	0	842	0	0	0	0	895	0	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1561	0	0	842	0	0	0	0	895	0	421
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1561	0	0	842	0	0	0	0	895	0	421
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.20	0.00	0.28
Crit Volume:		520		0			0					421
Crit Moves:		****		****								****

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec):	120	Critical Vol./Cap.(X):	0.853
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	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			Ignore			Ignore			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:	2	0 3	0 0	0	0 3	0 1	0	0 0	0 1	0	0 0	0 1
Volume Module:												
Base Vol:	1332	1746	0	0	1840	281	0	0	392	0	0	937
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1332	1746	0	0	1840	281	0	0	392	0	0	937
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1332	1746	0	0	1840	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1332	1746	0	0	1840	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1332	1746	0	0	1840	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.44	0.39	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	666				613		0				0	
Crit Moves:	****				****							

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap.(X):	0.818
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2840	455	560	1588	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2840	455	560	1588	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2840	0	560	1588	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2840	0	560	1588	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2840	0	560	1588	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.63	0.00	0.19	0.35	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		947		280			0				0	
Crit Moves:	****			****								

City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap.(X):	0.963
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	183	460	620	686	0	323	354	1522	306	0	2685	299
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	460	620	686	0	323	354	1522	306	0	2685	299
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	460	0	686	0	323	354	1522	306	0	2685	299
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	460	0	686	0	323	354	1522	306	0	2685	299
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	460	0	686	0	323	354	1522	306	0	2685	299
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.72	0.00	1.28	2.00	1.67	0.33	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	3943	0	1857	2900	2415	485	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.00	0.17	0.00	0.17	0.12	0.63	0.63	0.00	0.46	0.21
Crit Volume:		230		252				914		0		
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec):	100	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	18	1	10	393	0	30	54	555	4	4	514	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	393	0	30	54	555	4	4	514	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	393	0	30	54	555	4	4	514	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	393	0	30	54	555	4	4	514	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	393	0	30	54	555	4	4	514	231
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.38	0.62
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	2001	899
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.27	0.00	0.02	0.04	0.19	0.19	0.00	0.26	0.26
Crit Volume:		11		393			54					373
Crit Moves:	****			****			****					****

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	1	1	0 0	0	0	2 0	1	2	0 0
Volume Module:												
Base Vol:	0	1447	0	89	85	1521	0	0	370	192	80	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	1447	0	89	85	1521	0	0	370	192	80	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1447	0	89	85	1521	0	0	370	192	80	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1447	0	89	85	1521	0	0	370	192	80	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1447	0	89	85	1521	0	0	370	192	80	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.00	0.06	0.52	0.00	0.00	0.13	0.13	0.03	0.00	0.34
Crit Volume:		724		85			0					488
Crit Moves:	****			****			****					****

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap.(X): 0.411
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	19	0	270	0	0	0	0	570	74	275	177	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:	19	0	270	0	0	0	0	570	74	275	177	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	270	0	0	0	0	570	74	275	177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	270	0	0	0	0	570	74	275	177	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:	19	0	270	0	0	0	0	570	74	275	177	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.77	0.23	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2655	345	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.21	0.21	0.18	0.06	0.00
Crit Volume:	19			0			322		275			
Crit Moves:	****						****		****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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	2	0	0	0	2	0	1	1	0	0
Volume Module:												
Base Vol:	131	497	0	0	1098	56	64	0	355	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:	131	497	0	0	1098	56	64	0	355	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	497	0	0	1098	56	64	0	355	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	497	0	0	1098	56	64	0	355	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:	131	497	0	0	1098	56	64	0	355	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.00	0.00	0.37	0.04	0.04	0.00	0.24	0.00	0.00	0.00
Crit Volume:	131				549				355	0		
Crit Moves:	****				****				****			

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec):	100	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	47	641	0	252	1445	73	64	9	512	0	4	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:	47	641	0	252	1445	73	64	9	512	0	4	100
User Adj:	1.00	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:	47	641	0	252	1445	73	64	9	512	0	4	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	641	0	252	1445	73	64	9	512	0	4	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	47	641	0	252	1445	73	64	9	512	0	4	100
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.03	1.97	0.00	0.04	0.96
Final Sat.:	1500	3000	0	1500	3000	1500	1500	52	2948	0	58	1442
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.00	0.17	0.48	0.05	0.04	0.17	0.17	0.00	0.07	0.07
Crit Volume:	47			723					261	0		
Crit Moves:	****			****					****	****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
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			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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	169	0	0	0	0	1679	0	74	3550	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	169	0	0	0	0	1679	0	74	3550	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	169	0	0	0	0	1679	0	74	3550	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	169	0	0	0	0	1679	0	74	3550	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	169	0	0	0	0	1679	0	74	3550	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.11	0.00	0.00	0.00	0.00	0.28	0.00	0.05	0.59	0.00
Crit Volume:			169	0			0			888		
Crit Moves:			****				****			****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	249	607	130	326	0	0	0	0	1082	0	456
Growth Adj:	1.00	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	249	607	130	326	0	0	0	0	1082	0	456
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	249	0	130	326	0	0	0	0	1082	0	456
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	249	0	130	326	0	0	0	0	1082	0	456
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	249	0	130	326	0	0	0	0	1082	0	456
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.41	0.00	0.59
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2111	0	889
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.09	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		125		130					0	769		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.426
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	47	0	650	0	0	0	0	30	15	1125	127	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:	47	0	650	0	0	0	0	30	15	1125	127	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	0	0	0	0	0	30	15	1125	127	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	0	0	0	0	0	30	15	1125	127	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	0	0	0	0	0	0	30	15	1125	127	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.02	0.01	0.38	0.08	0.00
Crit Volume:	47					0			30	563		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.626
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 61 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	12	92	69	179	64	111	259	423	10	113	1132	332
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	92	69	179	64	111	259	423	10	113	1132	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	92	69	179	64	111	259	423	10	113	1132	332
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	92	69	179	64	111	259	423	10	113	1132	332
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	92	69	179	64	111	259	423	10	113	1132	332
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.05	0.12	0.04	0.08	0.18	0.10	0.01	0.08	0.26	0.23
Crit Volume:		92		179			259				377	
Crit Moves:	****			****			****				****	

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Include			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	30	1670	24	161	1371	840	305	0	8	1	0	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1670	24	161	1371	840	305	0	8	1	0	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1670	24	161	1371	840	305	0	8	1	0	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1670	24	161	1371	840	305	0	8	1	0	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	1670	24	161	1371	840	305	0	8	1	0	314
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.02	0.11	0.32	0.58	0.11	0.00	0.01	0.00	0.00	0.22
Crit Volume:		557			0		153					314
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.416
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	0	721	25	199	1246	0	0	0	0	70	0	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	721	25	199	1246	0	0	0	0	70	0	264
User Adj:	1.00	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	721	25	199	1246	0	0	0	0	70	0	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	721	25	199	1246	0	0	0	0	70	0	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	721	25	199	1246	0	0	0	0	70	0	264
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	4500	1500	3000	4500	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.02	0.07	0.28	0.00	0.00	0.00	0.00	0.02	0.00	0.18
Crit Volume:		361		0			0					264
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.413
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1701	61	10	1346	0	0	0	0	32	0	10
Growth Adj:	1.00	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	1701	61	10	1346	0	0	0	0	32	0	10
User Adj:	1.00	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	1701	61	10	1346	0	0	0	0	32	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1701	61	10	1346	0	0	0	0	32	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1701	61	10	1346	0	0	0	0	32	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1143	0	357
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.04	0.01	0.30	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:		567		10			0					42
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.310
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	308	0	167	0	0	0	0	12	81	67	9	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:	308	0	167	0	0	0	0	12	81	67	9	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	0	167	0	0	0	0	12	81	67	9	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	0	167	0	0	0	0	12	81	67	9	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:	308	0	167	0	0	0	0	12	81	67	9	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.88	0.12	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1322	178	1500
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.11	0.00	0.00	0.00	0.00	0.01	0.05	0.05	0.05	0.00
Crit Volume:	308			0					81		76	
Crit Moves:	****								****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.441
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	80	166	54	4	132	13	8	16	122	19	352	302
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	166	54	4	132	13	8	16	122	19	352	302
User Adj:	1.00	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:	80	166	54	4	132	13	8	16	122	19	352	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	166	54	4	132	13	8	16	122	19	352	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	166	54	4	132	13	8	16	122	19	352	302
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.33	0.67	1.00	0.05	0.95	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	483	967	1450	74	1376	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.04	0.00	0.05	0.01	0.02	0.02	0.08	0.26	0.26	0.21
Crit Volume:	80				66				122		371	
Crit Moves:	****				****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 0 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			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	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	448	31	383	903	0	0	0	0	139	0	310
Growth Adj:	1.00	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	448	31	383	903	0	0	0	0	139	0	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	448	31	383	903	0	0	0	0	139	0	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	448	31	383	903	0	0	0	0	139	0	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	448	31	383	903	0	0	0	0	139	0	310
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.02	0.26	0.60	0.00	0.00	0.00	0.00	0.09	0.00	0.21
Crit Volume:	0			903			0					310
Crit Moves:	****			****								****

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap.(X): 0.841
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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:	0	0	0	0	0	1	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	76	0	916	472	2198	0	0	2141	97
Growth Adj:	1.00	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	76	0	916	472	2198	0	0	2141	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	76	0	0	472	2198	0	0	2141	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	76	0	0	472	2198	0	0	2141	97
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:	0	0	0	76	0	0	472	2198	0	0	2141	97
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.31	0.49	0.00	0.00	0.48	0.06
Crit Volume:				76			472				714	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
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 2	0 1	1	0 1	1 0	1	0 0	1 0	0	1 0	0 1
Volume Module:												
Base Vol:	60	1400	0	35	1137	105	58	1	51	0	3	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	1400	0	35	1137	105	58	1	51	0	3	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	60	1400	0	35	1137	105	58	1	51	0	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	1400	0	35	1137	105	58	1	51	0	3	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	60	1400	0	35	1137	105	58	1	51	0	3	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2655	245	1450	28	1422	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.48	0.00	0.02	0.43	0.43	0.04	0.04	0.04	0.00	0.00	0.00
Crit Volume:		700		35			58				3	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	1	0 0	0 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	25	1	30	45	0	0	0	944	15	18	1050	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:	25	1	30	45	0	0	0	944	15	18	1050	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1	30	45	0	0	0	944	15	18	1050	64
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1	30	45	0	0	0	944	15	18	1050	64
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	25	1	30	45	0	0	0	944	15	18	1050	64
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.96	0.04	1.00	1.00	0.00	0.00	1.00	1.97	0.03	1.00	1.89	0.11
Final Sat.:	1394	56	1450	1450	0	0	1450	2855	45	1450	2733	167
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.00	0.00	0.00	0.33	0.33	0.01	0.38	0.38
Crit Volume:			30	45			0				557	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap.(X): 0.209
Loss Time (sec): 0 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:	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	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	6	0	53		0	0	0		0	420	2		51	252	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:	6	0	53		0	0	0		0	420	2		51	252	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	6	0	53		0	0	0		0	420	2		51	252	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	6	0	53		0	0	0		0	420	2		51	252	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:	6	0	53		0	0	0		0	420	2		51	252	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	1500	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.04		0.00	0.00	0.00		0.00	0.14	0.00		0.03	0.08	0.00	
Crit Volume:			53				0			210			51			
Crit Moves:			****							****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.730
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	436	1000		0	0	1083		49	23		0	117	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:	436	1000		0	0	1083		49	23		0	117	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	436	1000		0	0	1083		49	23		0	117	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	436	1000		0	0	1083		49	23		0	117	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:	436	1000		0	0	1083		49	23		0	117	0		0	0
Saturation Flow Module:																
Sat/Lane:	1500	1500		1500	1500	1500		1500	1500		1500	1500	1500		1500	1500
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	2.00		1.00	1.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	1500	3000		0	0	3000		1500	1500		0	1500	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.29	0.33		0.00	0.00	0.36		0.03	0.02		0.00	0.08	0.00		0.00	0.00
Crit Volume:	436					542						117	0			
Crit Moves:	****					****						****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap.(X):	0.730
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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:	0	0	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	234	2354	0	0	2800	182
Growth Adj:	1.00	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	0	0	0	234	2354	0	0	2800	182
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	234	2354	0	0	2800	182
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	234	2354	0	0	2800	182
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	234	2354	0	0	2800	182
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.37	0.00	0.00	0.58	0.11
Crit Volume:	0			0			234				933	
Crit Moves:							****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	1525	166	0	0	52	0	0	0	864	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:	1525	166	0	0	52	0	0	0	864	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1525	166	0	0	52	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1525	166	0	0	52	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1525	166	0	0	52	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.48	0.05	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	763				26		0				0	
Crit Moves:	****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	58	1065	79	305	604	5	4	13	24	45	34	623
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1065	79	305	604	5	4	13	24	45	34	623
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1065	79	305	604	5	4	13	24	45	34	623
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1065	79	305	604	5	4	13	24	45	34	623
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	1065	79	305	604	5	4	13	24	45	34	623
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.05	0.21	0.14	0.00	0.00	0.01	0.02	0.03	0.02	0.43
Crit Volume:		355		0			4					623
Crit Moves:		****		****			****					****

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.356
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	24	1171	53	38	647	2	1	5	10	78	13	52
Growth Adj:	1.00	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	1171	53	38	647	2	1	5	10	78	13	52
User Adj:	1.00	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	1171	53	38	647	2	1	5	10	78	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1171	53	38	647	2	1	5	10	78	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	24	1171	53	38	647	2	1	5	10	78	13	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.04	0.03	0.15	0.00	0.00	0.00	0.01	0.05	0.00	0.04
Crit Volume:		390		38					10	78		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	73	682	356	128	431	158	363	1604	14	408	1624	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	682	356	128	431	158	363	1604	14	408	1624	285
User Adj:	1.00	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:	73	682	356	128	431	158	363	1604	14	408	1624	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	682	356	128	431	158	363	1604	14	408	1624	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	73	682	356	128	431	158	363	1604	14	408	1624	285
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.16	0.25	0.04	0.10	0.11	0.13	0.37	0.01	0.14	0.37	0.20
Crit Volume:		227		64				535		204		
Crit Moves:		****		****				****		****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	68	588	208	13	874	429	154	195	26	115	330	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	588	208	13	874	429	154	195	26	115	330	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	588	208	13	874	429	154	195	26	115	330	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	588	208	13	874	429	154	195	26	115	330	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	68	588	208	13	874	429	154	195	26	115	330	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.14	0.14	0.01	0.20	0.30	0.11	0.13	0.02	0.08	0.23	0.00
Crit Volume:	68					429	154				330	
Crit Moves:	****					****	****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	44	945	179		28	963	67		20	53	4		501	95	10	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	44	945	179		28	963	67		20	53	4		501	95	10	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	44	945	179		28	963	67		20	53	4		501	95	10	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	44	945	179		28	963	67		20	53	4		501	95	10	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	44	945	179		28	963	67		20	53	4		501	95	10	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.22	0.12		0.02	0.22	0.05		0.01	0.02	0.00		0.35	0.03	0.01	
Crit Volume:	44				321				27				501			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.846
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 148 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:	Ovl				Ovl				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	14	493	461		106	690	623		475	1491	36		673	1373	157	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	493	461		106	690	623		475	1491	36		673	1373	157	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	493	461		106	690	623		475	1491	36		673	1373	157	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	493	461		106	690	623		475	1491	36		673	1373	157	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	14	493	461		106	690	623		475	1491	36		673	1373	157	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.11	0.32		0.04	0.16	0.43		0.16	0.34	0.02		0.23	0.32	0.11	
Crit Volume:	7						623			497			337			
Crit Moves:	****						****			****			****			

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	41	42	13	3	36	18	37	219	28	43	691	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	42	13	3	36	18	37	219	28	43	691	4
User Adj:	1.00	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:	41	42	13	3	36	18	37	219	28	43	691	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	42	13	3	36	18	37	219	28	43	691	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	41	42	13	3	36	18	37	219	28	43	691	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.01	0.00	0.02	0.01	0.03	0.08	0.02	0.03	0.24	0.00
Crit Volume:	41				36		37				346	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.609
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	65	60	11	97	42	21	17	1963	79	72	2035	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	65	60	11	97	42	21	17	1963	79	72	2035	157
User Adj:	1.00	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:	65	60	11	97	42	21	17	1963	79	72	2035	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	60	11	97	42	21	17	1963	79	72	2035	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	65	60	11	97	42	21	17	1963	79	72	2035	157
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.07	0.03	0.01	0.01	0.45	0.05	0.05	0.47	0.11
Crit Volume:		60			97			654			72	
Crit Moves:		****			****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	86	0	38	0	0	0	0	672	63	147	1069	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	0	38	0	0	0	0	672	63	147	1069	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	0	38	0	0	0	0	672	63	147	1069	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	0	38	0	0	0	0	672	63	147	1069	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:	86	0	38	0	0	0	0	672	63	147	1069	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.00	0.00	0.00	0.00	0.22	0.04	0.10	0.36	0.00
Crit Volume:	86			0			0			535		
Crit Moves:	****						****			****		

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.348
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	1
Volume Module:												
Base Vol:	40	95	94	5	55	46	39	203	38	65	731	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	95	94	5	55	46	39	203	38	65	731	1
User Adj:	1.00	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:	40	95	94	5	55	46	39	203	38	65	731	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	95	94	5	55	46	39	203	38	65	731	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	95	94	5	55	46	39	203	38	65	731	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.06	0.00	0.04	0.03	0.03	0.07	0.03	0.04	0.25	0.00
Crit Volume:		95		5			39			366		
Crit Moves:		****		****			****			****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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	0	1	0	1	1	0	0	0	0	1
Volume Module:												
Base Vol:	0	0	0	41	0	7	87	1611	0	0	2141	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	0	7	87	1611	0	0	2141	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	0	7	87	1611	0	0	2141	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	7	87	1611	0	0	2141	59
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	41	0	7	87	1611	0	0	2141	59
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.06	0.36	0.00	0.00	0.48	0.04
Crit Volume:			0			41			87			714
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.422
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	1
Volume Module:												
Base Vol:	0	1	3	14	1	1	0	1692	89	8	1785	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	1	3	14	1	1	0	1692	89	8	1785	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1	3	14	1	1	0	1692	89	8	1785	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1	3	14	1	1	0	1692	89	8	1785	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	1	3	14	1	1	0	1692	89	8	1785	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.00	0.39	0.06	0.01	0.41	0.00
Crit Volume:			3			14			0			595
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	58	993	163	7	1366	96	167	25	13	40	12	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	993	163	7	1366	96	167	25	13	40	12	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	993	163	7	1366	96	167	25	13	40	12	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	993	163	7	1366	96	167	25	13	40	12	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	993	163	7	1366	96	167	25	13	40	12	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.11	0.00	0.31	0.07	0.12	0.02	0.01	0.03	0.01	0.00
Crit Volume:	58				455		167				12	
Crit Moves:	****				****		****				****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.218
Loss Time (sec):	0	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:	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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	6	0	0	0	2	1	2	267	0	22	612	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:	6	0	0	0	2	1	2	267	0	22	612	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	0	0	2	1	2	267	0	22	612	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	0	0	2	1	2	267	0	22	612	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:	6	0	0	0	2	1	2	267	0	22	612	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.02	0.21	0.00
Crit Volume:	6				2		2				306	
Crit Moves:	****				****		****				****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	0	33	0	0	5	2	247	15	65	752	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:	11	0	33	0	0	5	2	247	15	65	752	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	0	33	0	0	5	2	247	15	65	752	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	0	33	0	0	5	2	247	15	65	752	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:	11	0	33	0	0	5	2	247	15	65	752	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.09	0.01	0.04	0.26	0.00
Crit Volume:			33		0			2			376	
Crit Moves:			****		****			****			****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.280
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	1198	26	4	669	0	0	0	0	17	0	3
Growth Adj:	1.00	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	1198	26	4	669	0	0	0	0	17	0	3
User Adj:	1.00	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	1198	26	4	669	0	0	0	0	17	0	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1198	26	4	669	0	0	0	0	17	0	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1198	26	4	669	0	0	0	0	17	0	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	4500	1500	1500	4500	1500	1500	1500	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		399			4			0			17	
Crit Moves:		****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.361
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	115	1149	66	42	639	54	23	9	48	31	19	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	1149	66	42	639	54	23	9	48	31	19	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1149	66	42	639	54	23	9	48	31	19	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1149	66	42	639	54	23	9	48	31	19	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	115	1149	66	42	639	54	23	9	48	31	19	76
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.05	0.03	0.15	0.04	0.02	0.01	0.03	0.02	0.01	0.05
Crit Volume:		383		42			23					76
Crit Moves:		****		****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.060
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	2	0	3	6	3	0	0	79	3	2	156	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:	2	0	3	6	3	0	0	79	3	2	156	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:	2	0	3	6	3	0	0	79	3	2	156	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	3	6	3	0	0	79	3	2	156	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:	2	0	3	6	3	0	0	79	3	2	156	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00	0.05	0.02
Crit Volume:				3	6		0				78	
Crit Moves:				****	****		****				****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.252
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	1	0 3	0 0	0	0 0 0	0	1	0 0 1
Volume Module:												
Base Vol:	0	848	73	0	1014	0	0	0	0	40	0	4
Growth Adj:	1.00	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	848	73	0	1014	0	0	0	0	40	0	4
User Adj:	1.00	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	848	73	0	1014	0	0	0	0	40	0	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	848	73	0	1014	0	0	0	0	40	0	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	848	73	0	1014	0	0	0	0	40	0	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.05	0.00	0.23	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Crit Volume:	0				338			0		40		
Crit Moves:	****				****					****		

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.683
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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			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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	138	0	403	223	1489	0	0	1989	96
Growth Adj:	1.00	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	138	0	403	223	1489	0	0	1989	96
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	138	0	0	223	1489	0	0	1989	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	0	0	223	1489	0	0	1989	96
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:	0	0	0	138	0	0	223	1489	0	0	1989	96
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.15	0.33	0.00	0.00	0.44	0.06
Crit Volume:		0			138			223			663	
Crit Moves:				****			****				****	

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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec):	100	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	170	0	1683	0	0	2108	87
Growth Adj:	1.00	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	0	0	170	0	1683	0	0	2108	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	170	0	1683	0	0	2108	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	170	0	1683	0	0	2108	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	0	0	0	0	170	0	1683	0	0	2108	87
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.37	0.00	0.00	0.47	0.06
Crit Volume:	0					170	0				703	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	0	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	152	0	315	149	1546	0	0	2023	125
Growth Adj:	1.00	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	152	0	315	149	1546	0	0	2023	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	152	0	315	149	1546	0	0	2023	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	152	0	315	149	1546	0	0	2023	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	152	0	315	149	1546	0	0	2023	125
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.21	0.10	0.34	0.00	0.00	0.45	0.08
Crit Volume:	0					315	149				674	
Crit Moves:						****	****				****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap.(X): 0.000
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 0 Level Of Service:

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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.000
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	0	Level Of Service:	

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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Growth Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Bse:	0	0	0	0	0	0	0	0	0	0	0	0
User Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
PHF Volume:	0	0	0	0	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PCE Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
MLF Adj:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
FinalVolume:	0	0	0	0	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	0	0	0	0	0	0	0	0	0	0	0	0
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	0	0	0	0	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		0			0			0			0	
Crit Moves:												

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.636
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	35	577	207	5	898	1	30	14	69	235	37	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:	35	577	207	5	898	1	30	14	69	235	37	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	577	207	5	898	1	30	14	69	235	37	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	577	207	5	898	1	30	14	69	235	37	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	577	207	5	898	1	30	14	69	235	37	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.80	0.12	0.08
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1151	181	118
Capacity Analysis Module:												
Vol/Sat:	0.02	0.40	0.14	0.00	0.31	0.31	0.03	0.03	0.05	0.20	0.20	0.20
Crit Volume:		577			5			44			296	
Crit Moves:		****			****			****			****	

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City of Roseville
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2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap.(X): 0.657
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	280	250	0	374	382	223	245	2	365	355	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	250	0	374	382	223	245	2	365	355	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	250	0	374	382	223	245	2	365	355	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	250	0	374	382	223	245	2	365	355	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	250	0	374	382	223	245	2	365	355	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2950	50
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.17	0.00	0.25	0.25	0.15	0.16	0.16	0.24	0.12	0.12
Crit Volume:	0			374			247			365		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap.(X): 0.539
Loss Time (sec): 6 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			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	178	59	111	12	54	24	23	514	130	57	508	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:	178	59	111	12	54	24	23	514	130	57	508	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	59	111	12	54	24	23	514	130	57	508	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	59	111	12	54	24	23	514	130	57	508	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	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:	178	59	111	12	54	24	46	514	130	114	508	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.25	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.10	0.90	1.00
Final Sat.:	1202	398	1600	213	960	427	69	1531	1600	161	1439	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.07	0.06	0.06	0.06	0.34	0.34	0.08	0.35	0.35	0.02
Crit Volume:	178			90			537			57		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	53	40	113	85	96	52	510	14	48	621	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:	11	53	40	113	85	96	52	510	14	48	621	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:	11	53	40	113	85	96	52	510	14	48	621	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	53	40	113	85	96	52	510	14	48	621	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	53	40	113	85	96	52	510	14	48	621	53
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.57	0.43	1.00	0.47	0.53	1.00	0.97	0.03	1.00	0.92	0.08
Final Sat.:	1600	912	688	1600	751	849	1600	1557	43	1600	1474	126
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.07	0.11	0.11	0.03	0.33	0.33	0.03	0.42	0.42
Crit Volume:			93	113			52					674
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.954
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0 0	1	0	0 1 0
Volume Module:												
Base Vol:	80	23	323	55	99	40	24	538	45	574	496	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	23	323	55	99	40	24	538	45	574	496	12
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	23	0	55	99	40	24	538	45	574	496	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	23	0	55	99	40	24	538	45	574	496	12
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	23	0	55	99	40	24	538	45	574	496	12
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.78	0.22	1.00	0.28	0.51	0.21	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1165	335	1500	425	765	309	1500	1384	116	1500	1465	35
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.13	0.13	0.13	0.02	0.39	0.39	0.38	0.34	0.34
Crit Volume:	80					194		583		574		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec):	120	Critical Vol./Cap.(X):	0.837
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	140	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	505	1184	34	62	1126	56	64	215	252	183	121	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	505	1184	34	62	1126	56	64	215	252	183	121	62
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	505	1184	34	62	1126	0	64	215	0	183	121	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1184	34	62	1126	0	64	215	0	183	121	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	505	1184	34	62	1126	0	64	215	0	183	121	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.02	0.04	0.39	0.00	0.04	0.15	0.00	0.13	0.08	0.04
Crit Volume:	253			563			215			183		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
2025 CIP Alternative 3 ("Project" Footprint, Reduced Density)

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec):	120	Critical Vol./Cap.(X):	0.687
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	904	9	794	631	108	2	1	46	1180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	904	9	794	631	108	2	1	46	1180
User Adj:	1.00	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:	1	34	10	904	9	794	631	108	2	1	46	1180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	904	9	794	631	108	2	1	46	1180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	904	9	794	631	108	2	1	46	1180
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.70	0.29	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2470	423	8	31	1419	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.55	0.26	0.26	0.26	0.03	0.03	0.41
Crit Volume:		35		0				371			590	
Crit Moves:		****		****				****			****	

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2025CIP Alternative Scenario 3 PM Peak Hour
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base Del/ LOS Veh	V/ C	Future Del/ LOS Veh	V/ C	Change in
#301 Locust/Baseline	A xxxxx	0.483	A xxxxx	0.483	+ 0.000 V/C
#305 Watt Ave/PFE Rd	A xxxxx	0.533	A xxxxx	0.533	+ 0.000 V/C
#306 Walerga Rd/PFE Rd	D xxxxx	0.869	D xxxxx	0.869	+ 0.000 V/C

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2025CIP Alternative Scenario 3 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #301 Locust/Baseline

Cycle (sec): 100 Critical Vol./Cap. (X): 0.483
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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:	0 1	0	0 1	0	0	1! 0	0	1 0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	41	3	223	36	5	3	3	1289	27	19	1094	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	3	223	36	5	3	3	1289	27	19	1094	17
User Adj:	1.00	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:	41	3	223	36	5	3	3	1289	27	19	1094	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	3	223	36	5	3	3	1289	27	19	1094	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	41	3	223	36	5	3	3	1289	27	19	1094	17
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:	0.93	0.07	1.00	0.82	0.11	0.07	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1328	97	1425	1166	162	97	1425	4275	1425	1425	4275	1425
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.16	0.03	0.03	0.03	0.00	0.30	0.02	0.01	0.26	0.01
Crit Volume:			223	36				430		0		
Crit Moves:			****	****				****		****		

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2025CIP Alternative Scenario 3 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #305 Watt Ave/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.533
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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	3 0 1	2	0	3 0 1	0	0	1! 0 0	1	1	0 0 2
Volume Module:												
Base Vol:	18	1848	55	133	1722	12	5	1	6	126	4	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1848	55	133	1722	12	5	1	6	126	4	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1848	55	133	1722	12	5	1	6	126	4	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1848	55	133	1722	12	5	1	6	126	4	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1848	55	133	1722	12	5	1	6	126	4	215
Saturation Flow Module:												
Sat/Lane:	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425	1425
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	0.42	0.08	0.50	1.94	0.06	2.00
Final Sat.:	1425	4275	1425	2850	4275	1425	594	119	713	2762	88	2850
Capacity Analysis Module:												
Vol/Sat:	0.01	0.43	0.04	0.05	0.40	0.01	0.01	0.01	0.01	0.05	0.05	0.08
Crit Volume:		616			67			12			65	
Crit Moves:		****			****			****			****	

2025CIP Alternative Scenario 3 PM Peak Hour
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #306 Walerga Rd/PFE Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	0.869
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	174	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:	Ovl			Ovl			Ovl			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	2 0 1	1	0	2 0 1	1	0	1 0 1	1	0	1 0 1
Volume Module:												
Base Vol:	136	1568	214	76	1523	38	64	43	128	254	181	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1568	214	76	1523	38	64	43	128	254	181	97
User Adj:	1.00	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:	136	1568	214	76	1523	38	64	43	128	254	181	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	1568	214	76	1523	38	64	43	128	254	181	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	1568	214	76	1523	38	64	43	128	254	181	97
Saturation Flow Module:												
Sat/Lane:	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375	1375
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1375	2750	1375	1375	2750	1375	1375	1375	1375	1375	1375	1375
Capacity Analysis Module:												
Vol/Sat:	0.10	0.57	0.16	0.06	0.55	0.03	0.05	0.03	0.09	0.18	0.13	0.07
Crit Volume:	136				761			43		254		
Crit Moves:	****				****			****		****		

2025 CIP Alternative 3 PM
Sierra Vista

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
#309 Watt Ave/Elverta Rd	E	xxxxx	0.954	E	xxxxx	0.954	+ 0.000
#310 Walerga Rd/Elverta Rd	F	xxxxx	1.098	F	xxxxx	1.098	+ 0.000
#311 Watt Ave/Antelope Rd	F	xxxxx	1.155	F	xxxxx	1.155	+ 0.000
#312 Walerga Rd/Antelope Rd	D	xxxxx	0.839	D	xxxxx	0.839	+ 0.000
#313 Watt Ave/Elkhorn	F	xxxxx	1.023	F	xxxxx	1.023	+ 0.000
#314 Walerga Rd/Elkhorn	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000

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2025 CIP Alternative 3 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #309 Watt Ave/Elverta Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.954
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	299	1830	453	400	1320	424	394	1008	174	234	750	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	299	1830	453	400	1320	424	394	1008	174	234	750	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	299	1830	453	400	1320	424	394	1008	174	234	750	338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	299	1830	453	400	1320	424	394	1008	174	234	750	338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	299	1830	453	400	1320	424	394	1008	174	234	750	338
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.41	0.30	0.13	0.29	0.28	0.13	0.34	0.12	0.08	0.25	0.23
Crit Volume:		610			200			504		117		
Crit Moves:		****			****			****		****		

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2025 CIP Alternative 3 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #310 Walerga Rd/Elverta Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.098
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	227	1262	381	731	1233	96	404	1194	105	452	1346	508
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	1262	381	731	1233	96	404	1194	105	452	1346	508
User Adj:	1.00	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:	227	1262	381	731	1233	96	404	1194	105	452	1346	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	1262	381	731	1233	96	404	1194	105	452	1346	508
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	227	1262	381	731	1233	96	404	1194	105	452	1346	508
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	4500	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.42	0.25	0.24	0.41	0.06	0.13	0.27	0.07	0.15	0.30	0.34
Crit Volume:		631		366			202				449	
Crit Moves:		****		****			****				****	

2025 CIP Alternative 3 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #311 Watt Ave/Antelope Rd

Cycle (sec):	100	Critical Vol./Cap. (X):	1.155
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	2	0	1	1	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	272	1440	232	103	1257	290	381	704	178	148	451	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	1440	232	103	1257	290	381	704	178	148	451	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	272	1440	232	103	1257	290	381	704	178	148	451	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	1440	232	103	1257	290	381	704	178	148	451	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	272	1440	232	103	1257	290	381	704	178	148	451	117
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	1500	3000	1500	1500	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.48	0.15	0.07	0.42	0.19	0.25	0.23	0.12	0.10	0.30	0.08
Crit Volume:	272				629		381				451	
Crit Moves:	****				****		****				****	

2025 CIP Alternative 3 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #312 Walerga Rd/Antelope Rd

Cycle (sec): 100 Critical Vol./Cap. (X): 0.839
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 142 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:	Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	1	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	317	1281	89	252	953	242	507	372	244	237	477	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	1281	89	252	953	242	507	372	244	237	477	111
User Adj:	1.00	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:	317	1281	89	252	953	242	507	372	244	237	477	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	1281	89	252	953	242	507	372	244	237	477	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	317	1281	89	252	953	242	507	372	244	237	477	111
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	1.21	0.79	2.00	2.00	1.00
Final Sat.:	3000	3000	1500	3000	3000	1500	3000	1812	1188	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.06	0.08	0.32	0.16	0.17	0.21	0.21	0.08	0.16	0.07
Crit Volume:		641			126			254			238	
Crit Moves:		****			****			****			****	

2025 CIP Alternative 3 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #313 Watt Ave/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 1.023
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	298	1880	220	371	1183	324	461	901	265	314	984	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	298	1880	220	371	1183	324	461	901	265	314	984	301
User Adj:	1.00	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:	298	1880	220	371	1183	324	461	901	265	314	984	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	1880	220	371	1183	324	461	901	265	314	984	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	298	1880	220	371	1183	324	461	901	265	314	984	301
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3000	4500	1500	3000	4500	1500	3000	3000	1500	3000	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.10	0.42	0.15	0.12	0.26	0.22	0.15	0.30	0.18	0.10	0.33	0.20
Crit Volume:		627			186			231			492	
Crit Moves:		****			****			****			****	

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2025 CIP Alternative 3 PM
Sierra Vista

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #314 Walerga Rd/Elkhorn

Cycle (sec): 100 Critical Vol./Cap. (X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 166 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:	Ovl				Ovl				Ovl				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:	2	0	2	0 1	2	0	2	0 1	1	0	3	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	167	908	42		477	765	100		111	1155	153		216	1358	354	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	167	908	42		477	765	100		111	1155	153		216	1358	354	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	167	908	42		477	765	100		111	1155	153		216	1358	354	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	908	42		477	765	100		111	1155	153		216	1358	354	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	167	908	42		477	765	100		111	1155	153		216	1358	354	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	2.00	1.00		1.00	3.00	1.00		1.00	3.00	1.00	
Final Sat.:	3000	3000	1500		3000	3000	1500		1500	4500	1500		1500	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.30	0.03		0.16	0.26	0.07		0.07	0.26	0.10		0.14	0.30	0.24	
Crit Volume:		454				238				385				216		
Crit Moves:		****				****				****				****		

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SUPER-CUMULATIVE CONDITIONS
A.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

SUPC AM Wed Jul 8, 2009 15:55:47 Page 2-1

City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.426	A	xxxxx	0.426	+ 0.000
# 2 Atlantic & Wills	A	xxxxx	0.571	A	xxxxx	0.571	+ 0.000
# 3 Atlantic St & Yosemite St	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.974	E	xxxxx	0.974	+ 0.000
# 5 Blue Oaks & Crocker Ranch	B	xxxxx	0.645	B	xxxxx	0.645	+ 0.000
# 6 Blue Oaks & Del Webb	C	xxxxx	0.751	C	xxxxx	0.751	+ 0.000
# 7 Blue Oaks & Fiddyment	F	xxxxx	1.046	F	xxxxx	1.046	+ 0.000
# 8 Blue Oaks & New Meadow	B	xxxxx	0.663	B	xxxxx	0.663	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	C	xxxxx	0.705	C	xxxxx	0.705	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	E	xxxxx	0.939	E	xxxxx	0.939	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000
# 13 Cirby & Sunrise	E	xxxxx	0.933	E	xxxxx	0.933	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.020	F	xxxxx	1.020	+ 0.000
# 15 Cirby Wy & Melody Ln	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000
# 16 Cirby Wy & Northridge Dr	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	A	xxxxx	0.583	A	xxxxx	0.583	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.940	E	xxxxx	0.940	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.040	F	xxxxx	1.040	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	A	xxxxx	0.443	A	xxxxx	0.443	+ 0.000
# 22 Cirby Wy & San Simeon Dr	A	xxxxx	0.593	A	xxxxx	0.593	+ 0.000
# 23 Cirby Wy & Vernon St	E	xxxxx	0.983	E	xxxxx	0.983	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in V/C
# 24 Douglas & Eureka	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000
# 25 Douglas & Rocky Ridge	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000
# 26 Douglas & Santa Clara	A	xxxxx	0.577	A	xxxxx	0.577	+ 0.000
# 27 Douglas & Sierra Gardens	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000
# 28 Douglas & Sunrise	B	xxxxx	0.681	B	xxxxx	0.681	+ 0.000
# 29 Douglas & Target	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000
# 30 Douglas Bl & E Roseville Pw	D	xxxxx	0.831	D	xxxxx	0.831	+ 0.000
# 31 Douglas Bl & Folsom Rd	A	xxxxx	0.493	A	xxxxx	0.493	+ 0.000
# 32 Douglas Bl & Harding Bl	B	xxxxx	0.653	B	xxxxx	0.653	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.307	A	xxxxx	0.307	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.368	A	xxxxx	0.368	+ 0.000
# 36 Douglas Bl & Sierra College Bl	C	xxxxx	0.797	C	xxxxx	0.797	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000
# 38 Eureka & N. Sunrise	B	xxxxx	0.611	B	xxxxx	0.611	+ 0.000
# 39 Eureka & Rocky Ridge	B	xxxxx	0.613	B	xxxxx	0.613	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.392	A	xxxxx	0.392	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000
# 42 Fairway & Central Park/Lowes	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.326	A	xxxxx	0.326	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000
# 46 Fairway & Target/Rosehall	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000
# 47 Fiddyment & Del Webb/Village G	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	D	xxxxx	0.853	D	xxxxx	0.853	+ 0.000

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	A	xxxxx	0.587	A	xxxxx	0.587	+ 0.000 V/C
# 50 Foothills & Baseline/Main	E	xxxxx	0.976	E	xxxxx	0.976	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	D	xxxxx	0.802	D	xxxxx	0.802	+ 0.000 V/C
# 55 Foothills Bl & HP South	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	A	xxxxx	0.540	A	xxxxx	0.540	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	D	xxxxx	0.865	D	xxxxx	0.865	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 61 Galleria & Antelope Creek	A	xxxxx	0.438	A	xxxxx	0.438	+ 0.000 V/C
# 62 Galleria & Berry	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	C	xxxxx	0.764	C	xxxxx	0.764	+ 0.000 V/C
# 64 Harding & Wills	B	xxxxx	0.684	B	xxxxx	0.684	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	A	xxxxx	0.444	A	xxxxx	0.444	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	B	xxxxx	0.649	B	xxxxx	0.649	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	A	xxxxx	0.344	A	xxxxx	0.344	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	C	xxxxx	0.732	C	xxxxx	0.732	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	C	xxxxx	0.721	C	xxxxx	0.721	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	B	xxxxx	0.697	B	xxxxx	0.697	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	A	xxxxx	0.526	A	xxxxx	0.526	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.267	A	xxxxx	0.267	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.360	A	xxxxx	0.360	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	A	xxxxx	0.409	A	xxxxx	0.409	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.168	A	xxxxx	0.168	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.300	A	xxxxx	0.300	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	A	xxxxx	0.563	A	xxxxx	0.563	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	B	xxxxx	0.685	B	xxxxx	0.685	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.261	A	xxxxx	0.261	+ 0.000 V/C
# 89 Pleasant Grove & Market	B	xxxxx	0.632	B	xxxxx	0.632	+ 0.000 V/C
# 90 Pleasant Grove & Michener	B	xxxxx	0.643	B	xxxxx	0.643	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.472	A	xxxxx	0.472	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.043	F	xxxxx	1.043	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	A	xxxxx	0.561	A	xxxxx	0.561	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.522	A	xxxxx	0.522	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	A	xxxxx	0.597	A	xxxxx	0.597	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.096	A	xxxxx	0.096	+ 0.000 V/C
#103 Roseville Parkway & Chase	A	xxxxx	0.596	A	xxxxx	0.596	+ 0.000 V/C
#104 Roseville Parkway & Creekside	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.883	D	xxxxx	0.883	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	C	xxxxx	0.706	C	xxxxx	0.706	+ 0.000 V/C
#107 Roseville Parkway & Reserve	A	xxxxx	0.552	A	xxxxx	0.552	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	A	xxxxx	0.562	A	xxxxx	0.562	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.480	A	xxxxx	0.480	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	A	xxxxx	0.544	A	xxxxx	0.544	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.418	A	xxxxx	0.418	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	A	xxxxx	0.570	A	xxxxx	0.570	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000 V/C
#117 Roseville Pw & Sierra College	A	xxxxx	0.531	A	xxxxx	0.531	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.541	A	xxxxx	0.541	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.772	C	xxxxx	0.772	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.291	A	xxxxx	0.291	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.521	A	xxxxx	0.521	+ 0.000 V/C
#125 Sierra College & Secret Ravine	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	B	xxxxx	0.674	B	xxxxx	0.674	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	A	xxxxx	0.469	A	xxxxx	0.469	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	A	xxxxx	0.576	A	xxxxx	0.576	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	B	xxxxx	0.687	B	xxxxx	0.687	+ 0.000 V/C
#130 Stanford Ranch & Fairway	A	xxxxx	0.523	A	xxxxx	0.523	+ 0.000 V/C
#131 Stanford Ranch & Five Star	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.308	A	xxxxx	0.308	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	B	xxxxx	0.642	B	xxxxx	0.642	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.670	B	xxxxx	0.670	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.410	A	xxxxx	0.410	+ 0.000 V/C
#138 Washington & Diamond Oaks	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C
#139 Washington & Sawtell/Derek	A	xxxxx	0.503	A	xxxxx	0.503	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	D	xxxxx	0.891	D	xxxxx	0.891	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	B	xxxxx	0.648	B	xxxxx	0.648	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	A	xxxxx	0.512	A	xxxxx	0.512	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	A	xxxxx	0.509	A	xxxxx	0.509	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.425	A	xxxxx	0.425	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	A	xxxxx	0.401	A	xxxxx	0.401	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	A	xxxxx	0.408	A	xxxxx	0.408	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	A	xxxxx	0.407	A	xxxxx	0.407	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	D	xxxxx	0.893	D	xxxxx	0.893	+ 0.000 V/C
#156 Fairway & Highland Park	A	xxxxx	0.547	A	xxxxx	0.547	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	C	xxxxx	0.786	C	xxxxx	0.786	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.222	A	xxxxx	0.222	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	C	xxxxx	0.734	C	xxxxx	0.734	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx	0.612	B	xxxxx	0.612	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	A	xxxxx	0.477	A	xxxxx	0.477	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	D	xxxxx	0.862	D	xxxxx	0.862	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	D	xxxxx	0.877	D	xxxxx	0.877	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.492	A	xxxxx	0.492	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.194	A	xxxxx	0.194	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	D	xxxxx	0.858	D	xxxxx	0.858	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	D	xxxxx	0.801	D	xxxxx	0.801	+ 0.000 V/C

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City of Roseville
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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	F	xxxxx	1.040	F	xxxxx	1.040	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.516	A	xxxxx	0.516	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.142	A	xxxxx	0.142	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	A	xxxxx	0.473	A	xxxxx	0.473	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	E	xxxxx	0.935	E	xxxxx	0.935	+ 0.000 V/C
#178 Watt Ave & Road A	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#179 Watt Ave & Road B	C	xxxxx	0.714	C	xxxxx	0.714	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	D	xxxxx	0.872	D	xxxxx	0.872	+ 0.000 V/C
#181 West Side Dr & Road A	A	xxxxx	0.567	A	xxxxx	0.567	+ 0.000 V/C
#182 West Side Dr & Road B	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
#184 Market St & Road B	A	xxxxx	0.375	A	xxxxx	0.375	+ 0.000 V/C
#185 Market St & Baseline Rd	C	xxxxx	0.743	C	xxxxx	0.743	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.584	A	xxxxx	0.584	+ 0.000 V/C
#187 Upland Dr & Road B	A	xxxxx	0.353	A	xxxxx	0.353	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	A	xxxxx	0.508	A	xxxxx	0.508	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	A	xxxxx	0.479	A	xxxxx	0.479	+ 0.000 V/C
#190 West Side Dr & SV EW Coll	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#191 Road B & SV NS Coll 3	A	xxxxx	0.317	A	xxxxx	0.317	+ 0.000 V/C
#192 Road B & SV NS Coll 5	A	xxxxx	0.327	A	xxxxx	0.327	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.422	A	xxxxx	0.422	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	A	xxxxx	0.511	A	xxxxx	0.511	+ 0.000 V/C
#195 Road B & SV NS Coll 2	A	xxxxx	0.222	A	xxxxx	0.222	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.388	A	xxxxx	0.388	+ 0.000 V/C
#197 Baseline Rd & SV CC2	A	xxxxx	0.487	A	xxxxx	0.487	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	A	xxxxx	0.535	A	xxxxx	0.535	+ 0.000 V/C
#199 Baseline Rd & SV CC4	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000 V/C
#200 Watt Ave & Road C	B	xxxxx	0.619	B	xxxxx	0.619	+ 0.000 V/C
#201 West Side Dr & Road C	A	xxxxx	0.494	A	xxxxx	0.494	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	A	xxxxx	0.370	A	xxxxx	0.370	+ 0.000 V/C
#203 West Side Dr & Parkway One	D	xxxxx	0.812	D	xxxxx	0.812	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	C	xxxxx	0.710	C	xxxxx	0.710	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	C	xxxxx	0.761	C	xxxxx	0.761	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	A	xxxxx	0.529	A	xxxxx	0.529	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.414	A	xxxxx	0.414	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.451	A	xxxxx	0.451	+ 0.000 V/C
#1005 Vernon & Lincoln	A	xxxxx	0.527	A	xxxxx	0.527	+ 0.000 V/C
#1006 Washington & Main	B	xxxxx	0.608	B	xxxxx	0.608	+ 0.000 V/C
#1007 Washington & Oak	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec):	120	Critical Vol./Cap.(X):	0.426	
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx	
Optimal Cycle:	40	Level Of Service:	A	

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	10	3	30	68	1	13	18	932	7	8	996	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	3	30	68	1	13	18	932	7	8	996	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:	10	3	30	68	1	13	18	932	7	8	996	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	3	30	68	1	13	18	932	7	8	996	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	3	30	68	1	13	18	932	7	8	996	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	0.99	0.01	1.00	1.00	1.99	0.01	1.00	2.00	1.00
Final Sat.:	1450	132	1318	1429	21	1450	1450	2878	22	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.32	0.32	0.01	0.34	0.02
Crit Volume:		33			69			18			498	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap.(X): 0.571
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	88	0	347	0	0	0	0	808	221	364	959	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:	88	0	347	0	0	0	0	808	221	364	959	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	0	347	0	0	0	0	808	221	364	959	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	0	347	0	0	0	0	808	221	364	959	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	0	347	0	0	0	0	808	221	364	959	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.23	0.00	0.00	0.00	0.00	0.27	0.15	0.24	0.32	0.00
Crit Volume:	88			0			404			364		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	338	0	46	89	770	0	0	741	280
Growth Adj:	1.00	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	338	0	46	89	770	0	0	741	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	338	0	46	89	770	0	0	741	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	338	0	46	89	770	0	0	741	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	338	0	46	89	770	0	0	741	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.03	0.06	0.26	0.00	0.00	0.25	0.19
Crit Volume:				0			338			89		371
Crit Moves:				****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.974
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ignore				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	231	1507	539		318	842	524		195	1829	90		283	1108	249	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	231	1507	539		318	842	524		195	1829	90		283	1108	249	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	231	1507	539		318	842	0		195	1829	90		283	1108	249	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	231	1507	539		318	842	0		195	1829	90		283	1108	249	
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:	231	1507	539		318	842	0		195	1829	90		283	1108	249	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	4350	1450		2900	4350	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.35	0.37		0.11	0.19	0.00		0.07	0.42	0.06		0.10	0.25	0.17	
Crit Volume:		502			159					610			142			
Crit Moves:		****			****					****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.645
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	0	0	0	0 0	1	0	0	0 1	1	0	3	0 0	0	0	3	0 1
Volume Module:																
Base Vol:	0	0	0		130	0	80		85	2514	0		0	831	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:	0	0	0		130	0	80		85	2514	0		0	831	368	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		130	0	80		85	2514	0		0	831	368	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		130	0	80		85	2514	0		0	831	368	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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		130	0	80		85	2514	0		0	831	368	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00		1.00	0.00	1.00		1.00	3.00	0.00		0.00	3.00	1.00	
Final Sat.:	0	0	0		1500	0	1500		1500	4500	0		0	4500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.09	0.00	0.05		0.06	0.56	0.00		0.00	0.18	0.25	
Crit Volume:		0			130					838			0			
Crit Moves:					****					****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec): 120 Critical Vol./Cap.(X): 0.751
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	0	0	0	3	0	1	0	0
Volume Module:												
Base Vol:	21	0	390	0	0	0	0	2211	16	39	878	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:	21	0	390	0	0	0	0	2211	16	39	878	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	21	0	390	0	0	0	0	2211	16	39	878	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	0	390	0	0	0	0	2211	16	39	878	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	21	0	390	0	0	0	0	2211	16	39	878	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.26	0.00	0.00	0.00	0.00	0.49	0.01	0.03	0.20	0.00
Crit Volume:			390		0			737		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec): 120 Critical Vol./Cap.(X): 1.046
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																				
Base Vol:	36	1289		422		351	724		108		119	1400		101		459	423		78	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	36	1289		422		351	724		108		119	1400		101		459	423		78	
User Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
PHF Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
PHF Volume:	36	1289		0		351	724		108		119	1400		0		459	423		78	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	36	1289		0		351	724		108		119	1400		0		459	423		78	
PCE Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		0.00		1.00	1.00		1.00		1.00	1.00		0.00		1.00	1.00		1.00	
FinalVolume:	36	1289		0		351	724		108		119	1400		0		459	423		78	
Saturation Flow Module:																				
Sat/Lane:	1450	1450		1450		1450	1450		1450		1450	1450		1450		1450	1450		1450	
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	2.00	2.00		1.00		2.00	2.00		1.00		2.00	3.00		1.00		2.00	3.00		1.00	
Final Sat.:	2900	2900		1450		2900	2900		1450		2900	4350		1450		2900	4350		1450	
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.44		0.00		0.12	0.25		0.07		0.04	0.32		0.00		0.16	0.10		0.05	
Crit Volume:		645				176						467				230				
Crit Moves:		****				****						****				****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.663
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	281	0	32	21	2820	0	9	1842	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	281	0	32	21	2820	0	9	1842	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	281	0	32	21	2820	0	9	1842	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	281	0	32	21	2820	0	9	1842	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	281	0	32	21	2820	0	9	1842	79
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.02	0.01	0.47	0.00	0.01	0.31	0.05
Crit Volume:		0		281				705		9		
Crit Moves:				****				****		****		

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	126	0	2	0	2085	0	0	888	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	126	0	2	0	2085	0	0	888	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	126	0	2	0	2085	0	0	888	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	126	0	2	0	2085	0	0	888	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	126	0	2	0	2085	0	0	888	61
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.00	0.46	0.00	0.00	0.20	0.04
Crit Volume:		0		126				695		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.705
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	66	40	85	216	58	47	379	2177	80	93	1076	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	40	85	216	58	47	379	2177	80	93	1076	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	40	85	216	58	47	379	2177	80	93	1076	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	40	85	216	58	47	379	2177	80	93	1076	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	40	85	216	58	47	379	2177	80	93	1076	181
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.58	0.42	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2286	614	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.06	0.09	0.09	0.03	0.26	0.50	0.06	0.06	0.25	0.12
Crit Volume:	66			137			726			93		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.939
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore				Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	539	684	110	240	421	59	352	1936	885	387	1431	428
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	684	110	240	421	59	352	1936	885	387	1431	428
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	539	684	0	240	421	59	352	1936	885	387	1431	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	684	0	240	421	59	352	1936	885	387	1431	428
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	684	0	240	421	59	352	1936	885	387	1431	428
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.24	0.00	0.08	0.10	0.04	0.12	0.33	0.61	0.13	0.25	0.30
Crit Volume:		342			120				885	194		
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	225	576	482	258	331	125	67	2028	324	272	1021	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	225	576	482	258	331	125	67	2028	324	272	1021	380
User Adj:	1.00	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:	225	576	482	258	331	125	67	2028	324	272	1021	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	576	482	258	331	125	67	2028	324	272	1021	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	225	576	482	258	331	125	67	2028	324	272	1021	380
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.20	0.33	0.09	0.11	0.09	0.02	0.35	0.22	0.09	0.18	0.26
Crit Volume:			482	129				507		0		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	771	1380	167	104	659	74	148	1110	694	113	613	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	771	1380	167	104	659	74	148	1110	694	113	613	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	771	1380	167	104	659	74	148	1110	694	113	613	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	771	1380	167	104	659	74	148	1110	694	113	613	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	771	1380	167	104	659	74	148	1110	694	113	613	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.48	0.12	0.04	0.15	0.05	0.05	0.38	0.48	0.04	0.21	0.04
Crit Volume:		690		52				555		57		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 1.020
Loss Time (sec): 9 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				Permitted				Permitted			
Rights:	Ignore				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:	0	0	2	0 1	2	0	1	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	502	571		1999	565	0		0	0	0		560	0	1790	
Growth Adj:	1.00	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	502	571		1999	565	0		0	0	0		560	0	1790	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	502	0		1999	565	0		0	0	0		560	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	502	0		1999	565	0		0	0	0		560	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	502	0		1999	565	0		0	0	0		560	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3000	1500		3000	1500	0		0	0	0		3000	0	3000	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.17	0.00		0.67	0.38	0.00		0.00	0.00	0.00		0.19	0.00	0.00	
Crit Volume:		251			999					0			280			
Crit Moves:		****			****								****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	Ignore				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 1	0	0	0	0 0	0	0	2	1 0	2	0	3	0 0
Volume Module:																
Base Vol:	0	0	213		0	0	0		0	2139	22		348	1945	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	213		0	0	0		0	2139	22		348	1945	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	2139	22		348	1945	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	2139	22		348	1945	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		0	0	0		0	2139	22		348	1945	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	2.97	0.03		2.00	3.00	0.00	
Final Sat.:	0	0	1500		0	0	0		0	4454	46		3000	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.48	0.48		0.12	0.43	0.00	
Crit Volume:		0				0					720		174			
Crit Moves:											****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	9	0	21	15	1	22	5	2182	1	6	2112	10
Growth Adj:	1.00	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	0	21	15	1	22	5	2182	1	6	2112	10
User Adj:	1.00	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:	9	0	21	15	1	22	5	2182	1	6	2112	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	21	15	1	22	5	2182	1	6	2112	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	21	15	1	22	5	2182	1	6	2112	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.30	0.00	0.70	0.94	0.06	1.00	1.00	1.99	0.01	1.00	1.99	0.01
Final Sat.:	435	0	1015	1359	91	1450	1450	2899	1	1450	2886	14
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.01	0.01	0.02	0.00	0.75	0.75	0.00	0.73	0.73
Crit Volume:			30			22		1092		6		
Crit Moves:			****			****		****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.583
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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	0	1! 0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	50	62	92	25	5	53	168	1192	4	19	690	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	62	92	25	5	53	168	1192	4	19	690	264
User Adj:	1.00	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:	50	62	92	25	5	53	168	1192	4	19	690	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	62	92	25	5	53	168	1192	4	19	690	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	50	62	92	25	5	53	168	1192	4	19	690	264
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.30	0.45	0.83	0.17	1.00	1.00	1.99	0.01	1.00	1.45	0.55
Final Sat.:	368	456	676	1250	250	1500	1500	2990	10	1500	2170	830
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.02	0.02	0.04	0.11	0.40	0.40	0.01	0.32	0.32
Crit Volume:			204			25		168			477	
Crit Moves:			****			****		****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.940
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	19	13	444	4	1	24	8	1331	49	19	1807	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	13	444	4	1	24	8	1331	49	19	1807	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	13	444	4	1	24	8	1331	49	19	1807	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	13	444	4	1	24	8	1331	49	19	1807	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	13	444	4	1	24	8	1331	49	19	1807	2
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.59	0.41	1.00	0.80	0.20	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	861	589	1450	1160	290	1450	1450	2900	1450	2900	2897	3
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.31	0.00	0.00	0.02	0.01	0.46	0.03	0.01	0.62	0.62
Crit Volume:			444			24	0					905
Crit Moves:			****			****	****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.592
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Ovl			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!	0	0	0	1	0	1	1	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	112	2	38	70	1	89	32	1171	0	50	645	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2	38	70	1	89	32	1171	0	50	645	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	2	38	70	1	89	32	1171	0	50	645	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	2	38	70	1	89	32	1171	0	50	645	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	112	2	38	70	1	89	32	1171	0	50	645	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.74	0.01	0.25	0.99	0.01	1.00	1.00	2.00	0.00	1.00	1.92	0.08
Final Sat.:	1068	19	363	1430	20	1450	1450	2900	0	1450	2783	117
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.05	0.05	0.06	0.02	0.40	0.00	0.03	0.23	0.23
Crit Volume:			152			71		586		50		
Crit Moves:			****			****		****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 2	2	0 2	0 1
Volume Module:												
Base Vol:	1324	785	203	189	288	111	370	1509	1294	411	1129	355
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1324	785	203	189	288	111	370	1509	1294	411	1129	355
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1324	785	203	189	288	111	370	1509	1294	411	1129	355
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1324	785	203	189	288	111	370	1509	1294	411	1129	355
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1324	785	203	189	288	111	370	1509	1294	411	1129	355
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.46	0.27	0.14	0.07	0.07	0.08	0.13	0.35	0.45	0.14	0.39	0.24
Crit Volume:	662				96		185				564	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.443
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0 0	0 0	1	1 0	0 1	1	1 0	1 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	174	0	213	608	523	0	0	400	695
Growth Adj:	1.00	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	174	0	213	608	523	0	0	400	695
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	174	0	0	608	523	0	0	400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	174	0	0	608	523	0	0	400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	174	0	0	608	523	0	0	400	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.61	1.39	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2419	2081	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.00	0.25	0.25	0.00	0.00	0.13	0.00
Crit Volume:				0			87				200	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.593
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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:	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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	2	0 0
Volume Module:																
Base Vol:	167	0	172		0	0	0		0	1756	26		19	1446	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:	167	0	172		0	0	0		0	1756	26		19	1446	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	167	0	172		0	0	0		0	1756	26		19	1446	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	167	0	172		0	0	0		0	1756	26		19	1446	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:	167	0	172		0	0	0		0	1756	26		19	1446	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.96	0.04		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4434	66		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.11		0.00	0.00	0.00		0.00	0.40	0.40		0.01	0.48	0.00	
Crit Volume:	167				0				0				723			
Crit Moves:	****								****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.983
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	2	0	1	0 1	2	0	1	1 0	2	0	2	0 1
Volume Module:																
Base Vol:	74	177	76		75	31	311		464	2059	60		89	1957	76	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	74	177	76		75	31	311		464	2059	60		89	1957	76	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	74	177	76		75	31	311		464	2059	60		89	1957	76	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	74	177	76		75	31	311		464	2059	60		89	1957	76	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	74	177	76		75	31	311		464	2059	60		89	1957	76	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		2.00	1.00	1.00		2.00	1.94	0.06		2.00	2.00	1.00	
Final Sat.:	1450	1450	1450		2900	1450	1450		2900	2818	82		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.12	0.05		0.03	0.02	0.21		0.16	0.73	0.73		0.03	0.67	0.05	
Crit Volume:		177				38			232					979		
Crit Moves:		****				****			****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0	2 1	0	3	0 2 1	0	2	0 3 0 1		2	0 3 0 1
Volume Module:												
Base Vol:	334	711	17	395	453	132	150	1068	236	50	964	905
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	334	711	17	395	453	132	150	1068	236	50	964	905
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:	334	711	17	395	453	132	150	1068	236	50	964	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	334	711	17	395	453	132	150	1068	236	50	964	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	334	711	17	395	453	132	150	1068	236	50	964	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.93	0.07	3.00	2.32	0.68	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4248	102	4350	3368	982	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.17	0.09	0.13	0.13	0.05	0.25	0.16	0.02	0.22	0.00
Crit Volume:			243	132			75				321	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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:	Ovl			Ovl			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	182	910	221	138	258	78	302	1323	28	88	1065	133
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	182	910	221	138	258	78	302	1323	28	88	1065	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	182	910	221	138	258	78	302	1323	0	88	1065	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	910	221	138	258	78	302	1323	0	88	1065	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	182	910	221	138	258	78	302	1323	0	88	1065	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.15	0.05	0.06	0.05	0.10	0.30	0.00	0.03	0.24	0.00
Crit Volume:		303		69			151				355	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	176	54	52	33	44	6	109	1646	110	32	1225	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	176	54	52	33	44	6	109	1646	110	32	1225	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	176	54	52	33	44	6	109	1646	110	32	1225	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	54	52	33	44	6	109	1646	110	32	1225	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	176	54	52	33	44	6	109	1646	110	32	1225	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.81	0.19	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4078	272	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.04	0.04	0.02	0.03	0.00	0.08	0.40	0.40	0.02	0.28	0.00
Crit Volume:	176			44			585			32		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			Ovl			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 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	25	64	36	58	22	41	76	1671	51	43	1189	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	64	36	58	22	41	76	1671	51	43	1189	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	64	36	58	22	41	76	1671	51	43	1189	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	64	36	58	22	41	76	1671	51	43	1189	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	64	36	58	22	41	76	1671	51	43	1189	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.64	0.36	1.00	0.35	0.65	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	928	522	1450	506	944	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.07	0.07	0.04	0.04	0.04	0.05	0.38	0.04	0.03	0.27	0.06
Crit Volume:	100			63			557			43		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.681
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:															
Base Vol:	353	498	106	74	220	179	389	1889	232	143	1202	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:	353	498	106	74	220	179	389	1889	232	143	1202	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:	353	498	106	74	220	179	389	1889	232	143	1202	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	498	106	74	220	179	389	1889	232	143	1202	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	1.00	1.00	1.00
FinalVolume:	353	498	106	74	220	179	389	1889	232	143	1202	70
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.78	0.22
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5481	319
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.07	0.03	0.05	0.12	0.13	0.43	0.16	0.05	0.22	0.22
Crit Volume:		249		37				630		72		
Crit Moves:		****		****				****		****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec): 120 Critical Vol./Cap.(X): 0.444
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0	1	0	1	0	0	1	0	1	0	2	1	0	1	0	2	1	0
Volume Module:															
Base Vol:	37	1	23	1	1	8	30	1663	73	19	1315	7
Growth Adj:	1.00	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	1	23	1	1	8	30	1663	73	19	1315	7
User Adj:	1.00	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	1	23	1	1	8	30	1663	73	19	1315	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	1	23	1	1	8	30	1663	73	19	1315	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	23	1	1	8	30	1663	73	19	1315	7
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	1.00	0.11	0.89	1.00	2.87	0.13	1.00	2.98	0.02
Final Sat.:	1450	60	1390	1450	161	1289	1450	4167	183	1450	4327	23
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.02	0.00	0.01	0.01	0.02	0.40	0.40	0.01	0.30	0.30
Crit Volume:	37				9			579		19		
Crit Moves:	****				****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec):	120	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	135	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	270	928	46	967	495	76	101	1163	79	56	1569	526
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	928	46	967	495	76	101	1163	79	56	1569	526
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:	270	928	46	967	495	76	101	1163	79	56	1569	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	928	46	967	495	76	101	1163	79	56	1569	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	270	928	46	967	495	76	101	1163	79	56	1569	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.03	0.22	0.11	0.05	0.03	0.27	0.05	0.02	0.36	0.00
Crit Volume:		309		322			50				523	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.493
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	5	3	11	220	6	36	36	1097	8	30	711	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	3	11	220	6	36	36	1097	8	30	711	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	3	11	220	6	36	36	1097	8	30	711	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	3	11	220	6	36	36	1097	8	30	711	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	3	11	220	6	36	36	1097	8	30	711	210
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.26	0.16	0.58	1.95	0.05	1.00	1.00	1.99	0.01	1.00	1.54	0.46
Final Sat.:	382	229	839	2823	77	1450	1450	2879	21	1450	2239	661
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.08	0.08	0.02	0.02	0.38	0.38	0.02	0.32	0.32
Crit Volume:				19	113			553		30		
Crit Moves:				****	****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.653
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	15	7	29	267	5	178	158	1192	23	49	825	774
Growth Adj:	1.00	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	7	29	267	5	178	158	1192	23	49	825	774
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	7	0	267	5	178	158	1192	23	49	825	774
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	7	0	267	5	178	158	1192	23	49	825	774
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	7	0	267	5	178	158	1192	23	49	825	774
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.96	0.04	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2847	53	1450	1450	2845	55	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.09	0.09	0.12	0.11	0.42	0.42	0.03	0.28	0.53
Crit Volume:	15					0	158					774
Crit Moves:	****				****		****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 0	0 1	1	0 1!	0 0	0	0 1	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	4	453	6	1	0	438	5	0	227	280
Growth Adj:	1.00	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	4	453	6	1	0	438	5	0	227	280
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:	0	0	4	453	6	1	0	438	5	0	227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	4	453	6	1	0	438	5	0	227	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	4	453	6	1	0	438	5	0	227	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	1.00	1.97	0.02	0.01	0.00	1.98	0.02	0.00	1.00	1.00
Final Sat.:	0	0	1500	2954	39	7	0	2966	34	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.15	0.15	0.00	0.15	0.15	0.00	0.15	0.00
Crit Volume:			4	230			0				227	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	43	0	256	0	0	0	0	950	49	87	564	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:	43	0	256	0	0	0	0	950	49	87	564	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	0	256	0	0	0	0	950	49	87	564	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	0	256	0	0	0	0	950	49	87	564	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:	43	0	256	0	0	0	0	950	49	87	564	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.90	0.10	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2853	147	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.17	0.00	0.00	0.00	0.00	0.33	0.33	0.06	0.19	0.00
Crit Volume:			256		0			500			0	
Crit Moves:			****					****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.368
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1!	0	0		1	0	0	1	0	
Volume Module:												
Base Vol:	9	0	2	54	3	6	0	933	5	0	530	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:	9	0	2	54	3	6	0	933	5	0	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	0	2	54	3	6	0	933	5	0	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	2	54	3	6	0	933	5	0	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	2	54	3	6	0	933	5	0	530	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.82	0.00	0.18	1.00	0.33	0.67	0.00	1.99	0.01	1.00	2.00	0.00
Final Sat.:	1186	0	264	1450	483	967	0	2885	15	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.04	0.01	0.01	0.00	0.32	0.32	0.00	0.18	0.00
Crit Volume:			11		54				469		0	
Crit Moves:			****	****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.797
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	631	802	201	181	542	131	153	1341	243	225	1747	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	802	201	181	542	131	153	1341	243	225	1747	155
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:	631	802	201	181	542	131	153	1341	243	225	1747	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	802	201	181	542	131	153	1341	243	225	1747	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	631	802	201	181	542	131	153	1341	243	225	1747	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.18	0.14	0.06	0.12	0.09	0.05	0.31	0.17	0.08	0.40	0.00
Crit Volume:	316				181			77			582	
Crit Moves:	****				****			****			****	

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec): 120 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	107	1375		57	179	1060		24	24	113	130	68	84	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1375		57	179	1060		24	24	113	130	68	84	74
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	107	1375		0	179	1060		0	24	113	0	68	84	0
Reduct Vol:	0	0		0	0	0		0	0	0	0	0	0	0
Reduced Vol:	107	1375		0	179	1060		0	24	113	0	68	84	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	107	1375		0	179	1060		0	24	113	0	68	84	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.00	0.12	0.24	0.00	0.02	0.04	0.00	0.05	0.03	0.00
Crit Volume:		458			179			57			68	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	150	226	104	86	274	265	5	2144	479	61	1858	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	226	104	86	274	265	5	2144	479	61	1858	50
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	150	226	0	86	274	0	5	2144	0	61	1858	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	226	0	86	274	0	5	2144	0	61	1858	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	150	226	0	86	274	0	5	2144	0	61	1858	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.05	0.00	0.03	0.06	0.00	0.00	0.49	0.00	0.02	0.32	0.00
Crit Volume:	50			91			715			31		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.613
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	22	1361	77	199	1389	101	302	200	122	65	170	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1361	77	199	1389	101	302	200	122	65	170	74
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	22	1361	0	199	1389	0	302	200	0	65	170	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1361	0	199	1389	0	302	200	0	65	170	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	22	1361	0	199	1389	0	302	200	0	65	170	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.00	0.14	0.32	0.00	0.10	0.07	0.00	0.04	0.06	0.00
Crit Volume:		454			199			151			85	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.392
Loss Time (sec):	12	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			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	62	7	11	17	17	22	8	430	115	28	916	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	7	11	17	17	22	8	430	115	28	916	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	7	11	17	17	22	8	430	115	28	916	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	7	11	17	17	22	8	430	115	28	916	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:	62	7	11	17	17	22	8	430	115	28	916	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.90	0.10	1.00	0.50	0.50	1.00	1.00	1.58	0.42	1.00	2.00	1.00
Final Sat.:	1303	147	1450	725	725	1450	1450	2288	612	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.02	0.02	0.02	0.01	0.19	0.19	0.02	0.32	0.01
Crit Volume:		69			34			8			458	
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec):	120	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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	1	1	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	48	739	9	5	979	7	18	5	53	14	1	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	739	9	5	979	7	18	5	53	14	1	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	739	9	5	979	7	18	5	53	14	1	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	739	9	5	979	7	18	5	53	14	1	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	48	739	9	5	979	7	18	5	53	14	1	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.99	0.01	1.00	0.09	0.91	0.93	0.07	1.00
Final Sat.:	1450	2865	35	1450	2879	21	1450	125	1325	1353	97	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.26	0.26	0.00	0.34	0.34	0.01	0.04	0.04	0.01	0.01	0.00
Crit Volume:	48				493			58			15	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0	0 1	1	0	1	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	70	183	21		67	276	89		57	146	40		43	392	110	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	70	183	21		67	276	89		57	146	40		43	392	110	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	70	183	21		67	276	89		57	146	40		43	392	110	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	70	183	21		67	276	89		57	146	40		43	392	110	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	70	183	21		67	276	89		57	146	40		43	392	110	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.13	0.01		0.05	0.19	0.06		0.04	0.05	0.03		0.03	0.14	0.08	
Crit Volume:		183				276				57				196		
Crit Moves:		****				****				****				****		

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Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.326
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	2	0 1	1	1	0	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	66	780	6		14	444	113		48	0	30		6	1	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:	66	780	6		14	444	113		48	0	30		6	1	38	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	66	780	6		14	444	113		48	0	30		6	1	38	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	66	780	6		14	444	113		48	0	30		6	1	38	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	66	780	6		14	444	113		48	0	30		6	1	38	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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		2.00	0.00	1.00		1.00	0.03	0.97	
Final Sat.:	1450	2900	1450		1450	2900	1450		2900	0	1450		1450	37	1413	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.27	0.00		0.01	0.15	0.08		0.02	0.00	0.02		0.00	0.03	0.03	
Crit Volume:		390				14					30				39	
Crit Moves:		****				****					****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	26	166	71	42	173	138	87	80	18	38	347	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	166	71	42	173	138	87	80	18	38	347	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	166	71	42	173	138	87	80	18	38	347	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	166	71	42	173	138	87	80	18	38	347	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	166	71	42	173	138	87	80	18	38	347	49
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	283	1167	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.05	0.15	0.15	0.10	0.06	0.03	0.01	0.03	0.12	0.03
Crit Volume:		166			215			87			174	
Crit Moves:		****			****			****			****	

City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap.(X): 0.563
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	56	195	4	30	280	71	83	73	37	4	346	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	195	4	30	280	71	83	73	37	4	346	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	195	4	30	280	71	83	73	37	4	346	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	195	4	30	280	71	83	73	37	4	346	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	195	4	30	280	71	83	73	37	4	346	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.22	0.78	1.00	0.10	0.90	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	324	1126	1450	140	1310	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.21	0.21	0.05	0.06	0.03	0.03	0.00	0.12	0.00
Crit Volume:		251			310			83			173	
Crit Moves:		****			****			****			****	

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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:		Ovl			Include			Ovl			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	1	0	0	1	0	0	1! 0	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	47	260	33	4	285	23	39	158	47	41	554	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	260	33	4	285	23	39	158	47	41	554	19
User Adj:	1.00	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:	47	260	33	4	285	23	39	158	47	41	554	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	260	33	4	285	23	39	158	47	41	554	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	260	33	4	285	23	39	158	47	41	554	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.01	0.92	0.07	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	19	1325	107	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.02	0.22	0.22	0.22	0.03	0.05	0.03	0.03	0.19	0.01
Crit Volume:		260			312			39			277	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 12 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:		Ovl			Ignore			Ovl			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	2	0	1	1	0	2	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	45	1344	161	65	1039	124	277	205	14	16	27	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1344	161	65	1039	124	277	205	14	16	27	28
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1344	161	65	1039	0	277	205	14	16	27	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1344	161	65	1039	0	277	205	14	16	27	28
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:	45	1344	161	65	1039	0	277	205	14	16	27	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.11	0.04	0.36	0.00	0.19	0.14	0.01	0.01	0.02	0.02
Crit Volume:		672			65			277			27	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 156 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	27	1607	93		55	767	20		336	14	79		117	4	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:	27	1607	93		55	767	20		336	14	79		117	4	98	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	27	1607	93		55	767	20		336	14	79		117	4	98	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	27	1607	93		55	767	20		336	14	79		117	4	98	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	27	1607	93		55	767	20		336	14	79		117	4	98	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.55	0.06		0.04	0.26	0.01		0.23	0.01	0.05		0.08	0.00	0.07	
Crit Volume:		804				0			336						98	
Crit Moves:		****				****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.587
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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 0	0	0	2	0 1	1	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	63	1508	0		0	1181	55		127	0	14		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:	63	1508	0		0	1181	55		127	0	14		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	63	1508	0		0	1181	55		127	0	14		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	63	1508	0		0	1181	55		127	0	14		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:	63	1508	0		0	1181	55		127	0	14		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	0.00		0.00	2.00	1.00		1.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	1500	3000	0		0	3000	1500		1500	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.50	0.00		0.00	0.39	0.04		0.08	0.00	0.01		0.00	0.00	0.00	
Crit Volume:		754				0			127						0	
Crit Moves:		****				****			****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec): 120 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 3	0 1	1	0 4	0 1	2	0 2	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	452	1519	54	59	974	152	196	458	1013	63	400	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	452	1519	54	59	974	152	196	458	1013	63	400	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:	452	1519	54	59	974	152	196	458	1013	63	400	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1519	54	59	974	152	196	458	1013	63	400	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:	452	1519	54	59	974	152	196	458	1013	63	400	77
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	4.00	1.00	2.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2900	4350	1450	1450	5800	1450	2900	2900	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.35	0.04	0.04	0.17	0.10	0.07	0.16	0.70	0.04	0.09	0.05
Crit Volume:		506		59					1013	63		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec): 120 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	12	1718	383	36	439	9	48	8	17	44	1	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1718	383	36	439	9	48	8	17	44	1	4
User Adj:	1.00	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:	12	1718	383	36	439	9	48	8	17	44	1	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1718	383	36	439	9	48	8	17	44	1	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	12	1718	383	36	439	9	48	8	17	44	1	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.45	0.55	1.00	2.94	0.06	0.86	0.14	1.00	1.96	0.04	1.00
Final Sat.:	1450	3557	793	1450	4263	87	1243	207	1450	2836	64	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.02	0.10	0.10	0.04	0.04	0.01	0.02	0.02	0.00
Crit Volume:			700	36				56			23	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.514
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	271	1216	125	113	1099	422	90	3	49	52	3	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1216	125	113	1099	422	90	3	49	52	3	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	271	1216	125	113	1099	422	90	3	0	52	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1216	125	113	1099	422	90	3	0	52	3	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	271	1216	125	113	1099	422	90	3	0	52	3	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.94	0.06	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2806	94	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.09	0.08	0.25	0.29	0.03	0.03	0.00	0.04	0.00	0.00
Crit Volume:	271					422	0			52		
Crit Moves:	****					****	****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	1922	22	0	2143	0	0	0	0	95	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	1922	22	0	2143	0	0	0	0	95	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1922	22	0	2143	0	0	0	0	95	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1922	22	0	2143	0	0	0	0	95	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1922	22	0	2143	0	0	0	0	95	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.01	0.00	0.48	0.00	0.00	0.00	0.00	0.06	0.00	0.00
Crit Volume:	0				714			0		95		
Crit Moves:	****				****					****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap.(X):	0.802
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	115	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	3	0	1	0	1
Volume Module:															
Base Vol:	142	973	509	546	608	60	3	78	9	388	381	675
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	973	509	546	608	60	3	78	9	388	381	675
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	142	973	509	546	608	0	3	78	0	388	381	675
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	973	509	546	608	0	3	78	0	388	381	675
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	142	973	509	546	608	0	3	78	0	388	381	675
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.35	0.19	0.21	0.00	0.00	0.03	0.00	0.09	0.26	0.47
Crit Volume:		487			0			2				675
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2	0	1	1	0	2	1	0	1	1	0	0	1	1	1	0	0	1
Volume Module:															
Base Vol:	1	1770	134	169	753	35	2	1	4	17	1	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:	1	1770	134	169	753	35	2	1	4	17	1	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:	1	1770	134	169	753	35	2	1	4	17	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1770	134	169	753	35	2	1	4	17	1	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:	1	1770	134	169	753	35	2	1	4	17	1	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.87	0.13	1.33	0.67	1.00	1.89	0.11	1.00
Final Sat.:	1500	3000	1500	1500	4300	200	2000	1000	1500	2833	167	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.09	0.11	0.18	0.18	0.00	0.00	0.00	0.01	0.01	0.02
Crit Volume:		885			169				4		9	
Crit Moves:		****			****					****	****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	89	1625	135	195	784	111	234	809	232	179	184	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1625	135	195	784	111	234	809	232	179	184	151
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	1625	0	195	784	0	234	809	232	179	184	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	1625	0	195	784	0	234	809	232	179	184	151
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	89	1625	0	195	784	0	234	809	232	179	184	151
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.00	0.07	0.18	0.00	0.08	0.28	0.16	0.06	0.04	0.10
Crit Volume:		542			98			405			89	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.540
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	66	1797	32	8	1038	49	77	11	82	72	5	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1797	32	8	1038	49	77	11	82	72	5	23
User Adj:	1.00	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:	66	1797	32	8	1038	49	77	11	82	72	5	23
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1797	32	8	1038	49	77	11	82	72	5	23
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	66	1797	32	8	1038	49	77	11	82	72	5	23
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.86	0.14	0.88	0.12	1.00	0.94	0.06	1.00
Final Sat.:	1450	4274	76	1450	4154	196	1269	181	1450	1356	94	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.01	0.25	0.25	0.06	0.06	0.06	0.05	0.05	0.02
Crit Volume:			610		8			88			77	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.865
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 169 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	169	1513	494	83	405	78	577	1639	164	486	719	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	1513	494	83	405	78	577	1639	164	486	719	178
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	169	1513	0	83	405	0	577	1639	0	486	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	1513	0	83	405	0	577	1639	0	486	719	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	169	1513	0	83	405	0	577	1639	0	486	719	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.00	0.03	0.07	0.00	0.20	0.38	0.00	0.11	0.17	0.00
Crit Volume:		504			42			546			162	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap.(X): 0.525
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	19	1803	20	9	1228	10	47	2	45	36	3	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:	19	1803	20	9	1228	10	47	2	45	36	3	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	1803	20	9	1228	10	47	2	45	36	3	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1803	20	9	1228	10	47	2	45	36	3	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	1803	20	9	1228	10	47	2	45	36	3	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.97	0.03	1.00	2.98	0.02	0.50	0.02	0.48	0.72	0.06	0.22
Final Sat.:	1450	4302	48	1450	4315	35	725	31	694	1044	87	319
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.01	0.28	0.28	0.06	0.06	0.06	0.03	0.03	0.03
Crit Volume:			608		9			94			50	
Crit Moves:			****	****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	112	1976	92	143	1809	43	101	222	280	167	44	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:	112	1976	92	143	1809	43	101	222	280	167	44	42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	112	1976	0	143	1809	43	101	222	280	167	44	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	1976	0	143	1809	43	101	222	280	167	44	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	112	1976	0	143	1809	43	101	222	280	167	44	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.93	0.07	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4249	101	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.00	0.05	0.43	0.43	0.07	0.08	0.19	0.06	0.02	0.00
Crit Volume:		659		72					280	84		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.438
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	12	1192	86	217	1826	38	3	5	11	53	4	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1192	86	217	1826	38	3	5	11	53	4	102
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	12	1192	0	217	1826	38	3	5	0	53	4	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1192	0	217	1826	38	3	5	0	53	4	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	12	1192	0	217	1826	38	3	5	0	53	4	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.07	0.42	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:	6				609			3		18		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	38	1428	3	11	1553	14	56	0	95	3	0	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:	38	1428	3	11	1553	14	56	0	95	3	0	8
User Adj:	1.00	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:	38	1428	3	11	1553	14	56	0	95	3	0	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1428	3	11	1553	14	56	0	95	3	0	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	1428	3	11	1553	14	56	0	95	3	0	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2894	6	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.49	0.01	0.54	0.01	0.04	0.00	0.07	0.00	0.00	0.01
Crit Volume:	0			777					95	3		
Crit Moves:	****			****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 97 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	794	535	30	995	586	263	298	1166	594	50	1468	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	535	30	995	586	263	298	1166	594	50	1468	493
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	794	535	0	995	586	0	298	1166	0	50	1468	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	535	0	995	586	0	298	1166	0	50	1468	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	794	535	0	995	586	0	298	1166	0	50	1468	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.27	0.12	0.00	0.23	0.13	0.00	0.10	0.20	0.00	0.02	0.25	0.00
Crit Volume:	397				195		149				367	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	2	0	1 1	0	1	0 2	0	1	2 0	0 1	0	1 0
Volume Module:												
Base Vol:	21	1205	6	4	1185	423	223	18	362	2	2	4
Growth Adj:	1.00	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	1205	6	4	1185	423	223	18	362	2	2	4
User Adj:	1.00	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:	21	1205	6	4	1185	423	223	18	362	2	2	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1205	6	4	1185	423	223	18	362	2	2	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	21	1205	6	4	1185	423	223	18	362	2	2	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.05	0.95	1.00	1.00	1.00
Final Sat.:	2900	2886	14	1450	2900	1450	2900	69	1381	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.42	0.00	0.41	0.29	0.08	0.26	0.26	0.00	0.00	0.00
Crit Volume:			606	4				380			2	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.444
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 0	0	1	0 0 1
Volume Module:												
Base Vol:	33	847	2	32	446	96	244	20	31	25	15	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	847	2	32	446	96	244	20	31	25	15	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	847	2	32	446	96	244	20	31	25	15	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	847	2	32	446	96	244	20	31	25	15	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	847	2	32	446	96	244	20	31	25	15	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.65	0.35	1.65	0.14	0.21	0.62	0.38	1.00
Final Sat.:	1450	2893	7	1450	2386	514	2399	197	305	906	544	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.19	0.19	0.10	0.10	0.10	0.03	0.03	0.02
Crit Volume:		425			32			147			40	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.649
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	741	386	821	605	0	0	0	0	198	0	587
Growth Adj:	1.00	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	741	386	821	605	0	0	0	0	198	0	587
User Adj:	1.00	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	741	386	821	605	0	0	0	0	198	0	587
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	386	821	605	0	0	0	0	198	0	587
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	741	386	821	605	0	0	0	0	198	0	587
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.26	0.27	0.20	0.00	0.00	0.00	0.00	0.07	0.00	0.39
Crit Volume:			386	0			0					587
Crit Moves:			****	****								****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap.(X): 0.344
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	26	888	19	11	549	7	22	3	8	27	2	7
Growth Adj:	1.00	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	888	19	11	549	7	22	3	8	27	2	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	888	19	11	549	7	22	3	8	27	2	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	888	19	11	549	7	22	3	8	27	2	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	26	888	19	11	549	7	22	3	8	27	2	7
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.97	0.03	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2937	63	1500	2962	38	1320	180	1500	1397	103	1500
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.01	0.19	0.19	0.02	0.02	0.01	0.02	0.02	0.00
Crit Volume:			454	11				25		27		
Crit Moves:			****	****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec):	120	Critical Vol./Cap.(X):	0.707
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	7	62	9	457	17	41	67	1068	3	1	252	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	62	9	457	17	41	67	1068	3	1	252	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	62	9	457	17	41	67	1068	3	1	252	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	62	9	457	17	41	67	1068	3	1	252	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	62	9	457	17	41	67	1068	3	1	252	163
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.10	0.90	1.00	0.96	0.04	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	152	1348	1500	1446	54	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.32	0.32	0.03	0.04	0.36	0.00	0.00	0.08	0.11
Crit Volume:		69		457				534		1		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	9	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:	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:	0	1	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	81	0	107	0	0	0	0	1162	148	101	201	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:	81	0	107	0	0	0	0	1162	148	101	201	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	0	107	0	0	0	0	1162	148	101	201	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	0	107	0	0	0	0	1162	148	101	201	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:	81	0	107	0	0	0	0	1162	148	101	201	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.07	0.00	0.00	0.00	0.00	0.39	0.10	0.07	0.07	0.00
Crit Volume:	81			0				581		101		
Crit Moves:	****							****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.732
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	38	0	429	985	1542	0	0	1134	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:	0	0	0	38	0	429	985	1542	0	0	1134	39
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	38	0	429	985	1542	0	0	1134	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	38	0	429	985	1542	0	0	1134	39
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	38	0	429	985	1542	0	0	1134	39
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.14	0.33	0.51	0.00	0.00	0.38	0.03
Crit Volume:		0		38			493				567	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 12 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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	164	292	64	128	205	140	189	971	13	45	185	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	164	292	64	128	205	140	189	971	13	45	185	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	164	292	64	128	205	140	189	971	13	45	185	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	292	64	128	205	140	189	971	13	45	185	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	292	64	128	205	140	189	971	13	45	185	79
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.82	0.18	1.00	0.59	0.41	1.00	1.97	0.03	1.00	1.40	0.60
Final Sat.:	1450	1189	261	1450	862	588	1450	2862	38	1450	2032	868
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.25	0.09	0.24	0.24	0.13	0.34	0.34	0.03	0.09	0.09
Crit Volume:	164			345			492			45		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.697
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	11	92	93	109	49	28	47	1471	13	74	352	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	92	93	109	49	28	47	1471	13	74	352	52
User Adj:	1.00	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:	11	92	93	109	49	28	47	1471	13	74	352	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	92	93	109	49	28	47	1471	13	74	352	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	11	92	93	109	49	28	47	1471	13	74	352	52
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.06	0.08	0.03	0.02	0.03	0.51	0.01	0.05	0.12	0.04
Crit Volume:		92		109				736		74		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ovl			Ovl			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 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	58	14	132	53	10	7	3	1122	26	71	225	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	14	132	53	10	7	3	1122	26	71	225	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	14	132	53	10	7	3	1122	26	71	225	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	14	132	53	10	7	3	1122	26	71	225	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	14	132	53	10	7	3	1122	26	71	225	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.81	0.19	1.00	0.84	0.16	1.00	1.00	1.95	0.05	1.00	1.96	0.04
Final Sat.:	1168	282	1450	1220	230	1450	1450	2834	66	1450	2837	63
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.09	0.04	0.04	0.00	0.00	0.40	0.40	0.05	0.08	0.08
Crit Volume:		72			63				574	71		
Crit Moves:		****			****				****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	69	0	15	18	1232	0	0	262	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	0	0	69	0	15	18	1232	0	0	262	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	15	18	1232	0	0	262	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	15	18	1232	0	0	262	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	69	0	15	18	1232	0	0	262	33
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.82	0.00	0.18	1.00	2.00	0.00	0.00	1.78	0.22
Final Sat.:	0	0	0	1232	0	268	1500	3000	0	0	2664	336
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.06	0.01	0.41	0.00	0.00	0.10	0.10
Crit Volume:	0					84		616		0		
Crit Moves:						****		****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1
Volume Module:												
Base Vol:	154	887	0	1	529	141	455	2	887	7	2	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	887	0	1	529	141	455	2	887	7	2	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	154	887	0	1	529	141	455	2	0	7	2	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	887	0	1	529	141	455	2	0	7	2	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	154	887	0	1	529	141	455	2	0	7	2	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.40	0.60
Final Sat.:	2900	2900	0	1450	2900	1450	2887	13	1450	1450	580	870
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.00	0.00	0.18	0.10	0.16	0.16	0.00	0.00	0.00	0.00
Crit Volume:		444			1		229			7		
Crit Moves:		****			****		****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	28	315	82	175	74	122	893	953	37	43	245	234
Growth Adj:	1.00	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	315	82	175	74	122	893	953	37	43	245	234
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	28	315	0	175	74	0	893	953	0	43	245	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	315	0	175	74	0	893	953	0	43	245	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	28	315	0	175	74	0	893	953	0	43	245	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.00	0.06	0.03	0.00	0.31	0.33	0.00	0.01	0.08	0.00
Crit Volume:		158			88			447			123	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.526
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	406	309	109	92	489	79	193	657	313	68	328	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	406	309	109	92	489	79	193	657	313	68	328	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	406	309	109	92	489	79	193	657	313	68	328	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	406	309	109	92	489	79	193	657	313	68	328	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	406	309	109	92	489	79	193	657	313	68	328	83
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.07	0.08	0.03	0.11	0.05	0.13	0.23	0.22	0.05	0.11	0.06
Crit Volume:	203				163			329			68	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ignore			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 2	0 1	1	0 2	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	374	590	63	20	264	74	42	362	290	27	126	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	374	590	63	20	264	74	42	362	290	27	126	28
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	374	590	0	20	264	74	42	362	0	27	126	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	374	590	0	20	264	74	42	362	0	27	126	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	374	590	0	20	264	74	42	362	0	27	126	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.34	0.66	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3398	952	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.26	0.20	0.00	0.01	0.08	0.08	0.03	0.12	0.00	0.02	0.04	0.00
Crit Volume:	374					113		181		27		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap.(X): 0.267
Loss Time (sec): 12 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:	Ovl			Include			Ovl			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	0 1	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	34	0	14	0	0	0	0	665	56	34	530	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	0	14	0	0	0	0	665	56	34	530	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	0	14	0	0	0	0	665	56	34	530	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	14	0	0	0	0	665	56	34	530	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	34	0	14	0	0	0	0	665	56	34	530	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.01	0.00	0.00	0.00	0.00	0.22	0.04	0.02	0.18	0.00
Crit Volume:	34					0		333		34		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.360
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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	2	1	0	1	0	3	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	31	287	177	222	502	79	86	6	20	69	8	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	287	177	222	502	79	86	6	20	69	8	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	287	177	222	502	79	86	6	20	69	8	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	287	177	222	502	79	86	6	20	69	8	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	31	287	177	222	502	79	86	6	20	69	8	194
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.87	0.13	1.00	0.90	0.10	1.00
Final Sat.:	1450	2900	1450	1450	4350	1450	2711	189	1450	1299	151	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.12	0.15	0.12	0.05	0.03	0.03	0.01	0.05	0.05	0.13
Crit Volume:			177	222				46			77	
Crit Moves:			****	****				****			****	

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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.409
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3	0	1	1	0	3	0	0	0	0	0	0	2	0	0	0	1
Volume Module:												
Base Vol:	0	359	6	321	512	0	0	0	0	55	0	173
Growth Adj:	1.00	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	359	6	321	512	0	0	0	0	55	0	173
User Adj:	1.00	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	359	6	321	512	0	0	0	0	55	0	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	359	6	321	512	0	0	0	0	55	0	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	359	6	321	512	0	0	0	0	55	0	173
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.21	0.11	0.00	0.00	0.00	0.00	0.02	0.00	0.12
Crit Volume:		120		321			0					173
Crit Moves:		****		****								****

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0 1	0 0	0 1	0 1	0 0	0 1
Volume Module:												
Base Vol:	35	633	86	237	539	18	16	2	16	36	3	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	633	86	237	539	18	16	2	16	36	3	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	633	86	237	539	18	16	2	16	36	3	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	633	86	237	539	18	16	2	16	36	3	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	633	86	237	539	18	16	2	16	36	3	171
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.76	0.24	1.00	3.00	1.00	0.89	0.11	1.00	0.92	0.08	1.00
Final Sat.:	1450	2553	347	1450	4350	1450	1289	161	1450	1338	112	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.25	0.16	0.12	0.01	0.01	0.01	0.01	0.03	0.03	0.12
Crit Volume:			360	237				18			39	
Crit Moves:			****	****				****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.168
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1 1	0	1 0	1 1	0
Volume Module:												
Base Vol:	25	1	22	13	2	6	1	150	25	23	343	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1	22	13	2	6	1	150	25	23	343	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1	22	13	2	6	1	150	25	23	343	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1	22	13	2	6	1	150	25	23	343	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	1	22	13	2	6	1	150	25	23	343	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.52	0.02	0.46	0.62	0.09	0.29	1.00	1.71	0.29	1.00	1.97	0.03
Final Sat.:	755	30	665	898	138	414	1450	2486	414	1450	2858	42
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.01	0.01	0.01	0.00	0.06	0.06	0.02	0.12	0.12
Crit Volume:		48				21		1			174	
Crit Moves:		****				****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec):	100	Critical Vol./Cap.(X):	0.300
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	1	0	0 1	1	0	1 1	1	0	1 0
Volume Module:												
Base Vol:	6	0	12	67	0	37	186	665	10	8	218	123
Growth Adj:	1.00	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	0	12	67	0	37	186	665	10	8	218	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	12	67	0	37	186	665	10	8	218	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	12	67	0	37	186	665	10	8	218	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	0	12	67	0	37	186	665	10	8	218	123
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.97	0.03	1.00	1.28	0.72
Final Sat.:	1450	0	1450	1450	0	1450	1450	2857	43	1450	1854	1046
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.05	0.00	0.03	0.13	0.23	0.23	0.01	0.12	0.12
Crit Volume:			12	67			186				171	
Crit Moves:			****	****			****				****	

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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.563
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	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:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	497	488	308	32	755	120	78	273	130	358	337	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:	497	488	308	32	755	120	78	273	130	358	337	26
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	488	308	32	755	120	78	273	130	358	337	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	488	308	32	755	120	78	273	130	358	337	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	497	488	308	32	755	120	78	273	130	358	337	26
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.21	0.01	0.17	0.08	0.03	0.09	0.09	0.12	0.12	0.02
Crit Volume:	249				252			137		179		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.807
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	118	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	3	0	1	0	1
Volume Module:												
Base Vol:	360	1467	1022	12	976	30	99	779	515	856	355	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	1467	1022	12	976	30	99	779	515	856	355	34
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	360	1467	0	12	976	0	99	779	0	856	355	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1467	0	12	976	0	99	779	0	856	355	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	360	1467	0	12	976	0	99	779	0	856	355	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.34	0.00	0.00	0.22	0.00	0.03	0.27	0.00	0.20	0.24	0.00
Crit Volume:		489			6			390		285		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	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:	Ignore			Ignore			Ignore			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	1	0	1	1	0	1	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	109	21	56	123	6	8	19	2357	24	63	1453	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	21	56	123	6	8	19	2357	24	63	1453	74
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	109	21	0	123	6	0	19	2357	0	63	1453	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	21	0	123	6	0	19	2357	0	63	1453	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	109	21	0	123	6	0	19	2357	0	63	1453	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.01	0.00	0.08	0.00	0.00	0.01	0.54	0.00	0.04	0.33	0.00
Crit Volume:		21			123			786		63		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.261
Loss Time (sec): 12 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:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 1	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	5	358	132	51	682	8	14	18	46	199	12	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	358	132	51	682	8	14	18	46	199	12	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	358	132	51	682	8	14	18	46	199	12	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	358	132	51	682	8	14	18	46	199	12	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:	5	358	132	51	682	8	14	18	46	199	12	50
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.19	0.81
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	281	1169
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.09	0.04	0.16	0.01	0.01	0.01	0.03	0.07	0.04	0.04
Crit Volume:	5			227					46	99		
Crit Moves:	****			****					****	****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap.(X): 0.632
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	22	269	177	26	129	68	135	1056	10	93	452	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	269	177	26	129	68	135	1056	10	93	452	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	269	177	26	129	68	135	1056	10	93	452	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	269	177	26	129	68	135	1056	10	93	452	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	22	269	177	26	129	68	135	1056	10	93	452	94
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.12	0.02	0.09	0.05	0.09	0.36	0.01	0.06	0.16	0.06
Crit Volume:		269			26			528		93		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec): 100 Critical Vol./Cap.(X): 0.643
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	22	0	61	55	1808	0	0	1144	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	61	55	1808	0	0	1144	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	22	0	61	55	1808	0	0	1144	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	22	0	61	55	1808	0	0	1144	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	22	0	61	55	1808	0	0	1144	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.04	0.04	0.60	0.00	0.00	0.38	0.01
Crit Volume:	0					61		904		0		
Crit Moves:						****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec): 100 Critical Vol./Cap.(X): 0.472
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	21	35	42	15	8	16	34	1180	9	45	603	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:	21	35	42	15	8	16	34	1180	9	45	603	56
User Adj:	1.00	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:	21	35	42	15	8	16	34	1180	9	45	603	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	35	42	15	8	16	34	1180	9	45	603	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	35	42	15	8	16	34	1180	9	45	603	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.03	0.01	0.01	0.01	0.02	0.41	0.01	0.03	0.21	0.04
Crit Volume:		35			15			590		45		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 0 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:	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	0	0	0	0	0	0	1! 0	0	1	0	2
Volume Module:												
Base Vol:	0	0	0	21	0	6	11	1819	0	0	1166	3
Growth Adj:	1.00	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	21	0	6	11	1819	0	0	1166	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	21	0	6	11	1819	0	0	1166	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	21	0	6	11	1819	0	0	1166	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	21	0	6	11	1819	0	0	1166	3
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.78	0.00	0.22	1.00	2.00	0.00	0.00	1.99	0.01
Final Sat.:	0	0	0	1167	0	333	1500	3000	0	0	2992	8
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.02	0.01	0.61	0.00	0.00	0.39	0.39
Crit Volume:	0					27		909		0		
Crit Moves:						****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.043
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	3	0	2	0	1	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	480	1112	478	164	776	57	34	1331	996	861	851	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	480	1112	478	164	776	57	34	1331	996	861	851	216
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	480	1112	0	164	776	0	34	1331	0	861	851	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	1112	0	164	776	0	34	1331	0	861	851	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	480	1112	0	164	776	0	34	1331	0	861	851	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.38	0.00	0.06	0.18	0.00	0.01	0.31	0.00	0.30	0.20	0.00
Crit Volume:		556			82			444		431		
Crit Moves:		****			****				****	****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec): 120 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	108	0	20	2	1715	0	0	1131	51
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	20	2	1715	0	0	1131	51
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	108	0	20	2	1715	0	0	1131	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	20	2	1715	0	0	1131	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	108	0	20	2	1715	0	0	1131	51
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.01	0.00	0.57	0.00	0.00	0.38	0.03
Crit Volume:			0			108			857			0
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec): 120 Critical Vol./Cap.(X): 0.561
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0	1	0	1	2	0	1	0	1
Volume Module:												
Base Vol:	143	1624		93	178	1959	115	173	7	104	30	2	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1624		93	178	1959	115	173	7	104	30	2	21
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	143	1624	0	178	1959	0	173	7	0	30	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1624	0	178	1959	0	173	7	0	30	2	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	143	1624	0	178	1959	0	173	7	0	30	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	2900	5800	0	2900	4350	1450	2900	1450	1450	2900	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.00	0.06	0.45	0.00	0.06	0.00	0.00	0.01	0.00	0.00
Crit Volume:	72			653			87			2		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec): 120 Critical Vol./Cap.(X): 0.872
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 178 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:	Ignore				Ovl				Ovl				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:	2	0	2	0 1	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1
Volume Module:																
Base Vol:	121	1087	309		97	450	199		140	1792	67		150	1042	137	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	121	1087	309		97	450	199		140	1792	67		150	1042	137	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	121	1087	0		97	450	199		140	1792	67		150	1042	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	121	1087	0		97	450	199		140	1792	67		150	1042	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	121	1087	0		97	450	199		140	1792	67		150	1042	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	2.00	1.00		2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00	1.00	
Final Sat.:	2900	2900	1450		2900	4350	1450		2900	4350	1450		2900	5800	1450	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.37	0.00		0.03	0.10	0.14		0.05	0.41	0.05		0.05	0.18	0.00	
Crit Volume:		543				48				597				75		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
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	0	0 1	0	0	0	0 0	0	0	2	1 0	1	0	3	0 0
Volume Module:																
Base Vol:	162	0	230		0	0	0		0	2222	11		69	978	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	0	230		0	0	0		0	2222	11		69	978	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	162	0	230		0	0	0		0	2222	11		69	978	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	162	0	230		0	0	0		0	2222	11		69	978	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:	162	0	230		0	0	0		0	2222	11		69	978	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.99	0.01		1.00	3.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	4478	22		1500	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.00	0.15		0.00	0.00	0.00		0.00	0.50	0.50		0.05	0.22	0.00	
Crit Volume:	162					0				744				69		
Crit Moves:	****									****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	152	852	468	162	460	143	164	1575	210	65	900	281
Growth Adj:	1.00	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	852	468	162	460	143	164	1575	210	65	900	281
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	152	852	0	162	460	0	164	1575	0	65	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	852	0	162	460	0	164	1575	0	65	900	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	152	852	0	162	460	0	164	1575	0	65	900	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.00	0.06	0.16	0.00	0.06	0.36	0.00	0.02	0.21	0.00
Crit Volume:		426			81			525			33	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	2	1408	20	63	287	5	5	2	3	5	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1408	20	63	287	5	5	2	3	5	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1408	20	63	287	5	5	2	3	5	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1408	20	63	287	5	5	2	3	5	0	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:	2	1408	20	63	287	5	5	2	3	5	0	13
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.97	0.03	0.71	0.29	1.00	1.00	0.00	1.00
Final Sat.:	1450	2859	41	1450	2850	50	1036	414	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.49	0.04	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.01
Crit Volume:		714			63			7			5	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.522
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			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:	0	0	1 1	0	1	0 2	0	0	0 0	0 1	0	1 0
Volume Module:												
Base Vol:	0	1295	3	27	276	0	0	0	0	72	17	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1295	3	27	276	0	0	0	0	72	17	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1295	3	27	276	0	0	0	0	72	17	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1295	3	27	276	0	0	0	0	72	17	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1295	3	27	276	0	0	0	0	72	17	134
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	0.65	0.35	1.00
Final Sat.:	0	2993	7	1500	3000	0	0	0	0	969	531	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.43	0.02	0.09	0.00	0.00	0.00	0.00	0.07	0.03	0.09
Crit Volume:			649	0			0					134
Crit Moves:			****	****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.597
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1	0	1	0 2	0	1	0 1	0	1	0 1
Volume Module:												
Base Vol:	11	1321	76	70	283	2	6	26	36	47	18	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	1321	76	70	283	2	6	26	36	47	18	18
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	11	1321	76	70	283	0	6	26	36	47	18	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	1321	76	70	283	0	6	26	36	47	18	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	11	1321	76	70	283	0	6	26	36	47	18	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	2.00	1.00	0.19	0.81	1.00	0.72	0.28	1.00
Final Sat.:	1450	2742	158	1450	2900	1450	272	1178	1450	1048	402	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.05	0.10	0.00	0.02	0.02	0.02	0.04	0.04	0.00
Crit Volume:			699	70				32			65	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.096
Loss Time (sec): 0 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	0	0	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	35	0	3	21	147	0	0	167	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	35	0	3	21	147	0	0	167	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	35	0	3	21	147	0	0	167	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	35	0	3	21	147	0	0	167	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	35	0	3	21	147	0	0	167	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.00	0.01	0.05	0.00	0.00	0.06	0.06
Crit Volume:			0			35			21			88
Crit Moves:				****			****					****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap.(X): 0.596
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:												
Base Vol:	115	0	129	0	0	0	0	2078	90	72	1901	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:	115	0	129	0	0	0	0	2078	90	72	1901	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	0	129	0	0	0	0	2078	90	72	1901	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	0	129	0	0	0	0	2078	90	72	1901	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:	115	0	129	0	0	0	0	2078	90	72	1901	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.09	0.00	0.00	0.00	0.00	0.46	0.06	0.05	0.42	0.00
Crit Volume:			129			0			693		72	
Crit Moves:			****					****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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:		Ovl			Ovl			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	1	0 0	1	1	0 0	1	0	3 0	1	0	3 0
Volume Module:												
Base Vol:	3	9	4	67	2	71	71	2019	23	51	1758	287
Growth Adj:	1.00	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	9	4	67	2	71	71	2019	23	51	1758	287
User Adj:	1.00	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:	3	9	4	67	2	71	71	2019	23	51	1758	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	9	4	67	2	71	71	2019	23	51	1758	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	4	67	2	71	71	2019	23	51	1758	287
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2816	84	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.02	0.02	0.05	0.05	0.46	0.02	0.04	0.40	0.20
Crit Volume:		9			35			673		51		
Crit Moves:		****			****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap.(X): 0.883
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 159 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include				Ovl			Ovl			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:	0	1	0 0	1	2	1 0	0	1	3 0	1	1	0 3 0 1
Volume Module:												
Base Vol:	7	10	19	398	4	261	276	1923	8	5	1685	895
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	10	19	398	4	261	276	1923	8	5	1685	895
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	10	19	398	4	261	276	1923	8	5	1685	895
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	10	19	398	4	261	276	1923	8	5	1685	895
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	10	19	398	4	261	276	1923	8	5	1685	895
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.41	0.59	1.00	2.97	0.03	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	618	882	1500	4455	45	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.09	0.09	0.17	0.18	0.43	0.01	0.00	0.37	0.60
Crit Volume:			19	134			276					895
Crit Moves:			****	****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.706
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
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			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0	0	1	1	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	291	71	102	6	75	64	342	2237	403	239	1950	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	291	71	102	6	75	64	342	2237	403	239	1950	34
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	291	71	0	6	75	64	342	2237	0	239	1950	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	71	0	6	75	64	342	2237	0	239	1950	34
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	291	71	0	6	75	64	342	2237	0	239	1950	34
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.41	0.59	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3497	853	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.00	0.00	0.03	0.04	0.12	0.51	0.00	0.08	0.45	0.02
Crit Volume:	121				38			746		120		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap.(X): 0.552
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0	0	1	1	1	0	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	196	75	224	8	20	2	13	2038	118	271	2310	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	75	224	8	20	2	13	2038	118	271	2310	17
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	196	75	0	8	20	0	13	2038	0	271	2310	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	75	0	8	20	0	13	2038	0	271	2310	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	196	75	0	8	20	0	13	2038	0	271	2310	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.45	0.55	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2097	803	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.00	0.01	0.01	0.00	0.00	0.35	0.00	0.09	0.40	0.00
Crit Volume:	136				20			510		136		
Crit Moves:	****				****			****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.562
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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	1	0 1	1	1	0	0 2	2	0	2	1 0	1	0	3	0 1
Volume Module:																
Base Vol:	2	0	0		86	0	494		333	1920		2	0	1699		79
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	2	0	0		86	0	494		333	1920		2	0	1699		79
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	2	0	0		86	0	494		333	1920		2	0	1699		79
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	2	0	0		86	0	494		333	1920		2	0	1699		79
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	2	0	0		86	0	494		333	1920		2	0	1699		79
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.00	1.00	1.00		2.00	0.00	2.00		2.00	2.99		0.01	1.00	3.00		1.00
Final Sat.:	1450	1450	1450		2900	0	2900		2900	4345		5	1450	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.03	0.00	0.17		0.11	0.44		0.44	0.00	0.39		0.05
Crit Volume:	2						247		0					566		
Crit Moves:	****						****		****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	2	0	3	0 1	2	0	4	0 1	2	0	3	0 1
Volume Module:																
Base Vol:	125	156	362		596	148	115		196	1937		47	199	1841		197
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	125	156	362		596	148	115		196	1937		47	199	1841		197
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	125	156	362		596	148	115		196	1937		47	199	1841		197
Reduct Vol:	0	0	0		0	0	0		0	0		0	0	0		0
Reduced Vol:	125	156	362		596	148	115		196	1937		47	199	1841		197
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	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:	125	156	362		596	148	115		196	1937		47	199	1841		197
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	4.00		1.00	2.00	3.00		1.00
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	5800		1450	2900	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.04	0.04	0.25		0.21	0.03	0.08		0.07	0.33		0.03	0.07	0.42		0.14
Crit Volume:			362		298				98					614		
Crit Moves:			****		****				****					****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.480
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	53	1	42	16	1	70	39	2190	6	10	2458	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:	53	1	42	16	1	70	39	2190	6	10	2458	24
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	53	1	0	16	1	0	39	2190	0	10	2458	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1	0	16	1	0	39	2190	0	10	2458	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	53	1	0	16	1	0	39	2190	0	10	2458	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	1.88	0.12	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1423	27	1450	2729	171	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.01	0.01	0.00	0.01	0.38	0.00	0.01	0.42	0.00
Crit Volume:		54			9			20			615	
Crit Moves:		****			****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.544
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	1513	46	129	1782	0	0	0	0	183	0	280
Growth Adj:	1.00	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	1513	46	129	1782	0	0	0	0	183	0	280
User Adj:	1.00	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	1513	46	129	1782	0	0	0	0	183	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1513	46	129	1782	0	0	0	0	183	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1513	46	129	1782	0	0	0	0	183	0	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.03	0.09	0.40	0.00	0.00	0.00	0.00	0.12	0.00	0.19
Crit Volume:		504			129			0			183	
Crit Moves:		****			****						****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	433	616	176	76	340	4	4	123	455	78	580	496
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	616	176	76	340	4	4	123	455	78	580	496
User Adj:	1.00	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:	433	616	176	76	340	4	4	123	455	78	580	496
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	616	176	76	340	4	4	123	455	78	580	496
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	433	616	176	76	340	4	4	123	455	78	580	496
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.12	0.03	0.08	0.00	0.00	0.04	0.31	0.05	0.20	0.34
Crit Volume:		308		0			4					496
Crit Moves:		****		****			****					****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec):	120	Critical Vol./Cap.(X):	0.608
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	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			Ovl			Ignore			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 3	0 1	1	0 3	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	197	1581	2	23	1790	63	30	11	145	10	19	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:	197	1581	2	23	1790	63	30	11	145	10	19	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	197	1581	2	23	1790	63	30	11	0	10	19	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	1581	2	23	1790	63	30	11	0	10	19	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	197	1581	2	23	1790	63	30	11	0	10	19	48
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.46	0.54	1.00	1.00	0.28	0.72
Final Sat.:	1450	4350	1450	1450	4350	1450	2122	778	1450	1450	411	1039
Capacity Analysis Module:												
Vol/Sat:	0.14	0.36	0.00	0.02	0.41	0.04	0.01	0.01	0.00	0.01	0.05	0.05
Crit Volume:	197				597			21				67
Crit Moves:	****				****			****				****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.418
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	107	0	74	0	0	0	0	935	19	26	1040	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:	107	0	74	0	0	0	0	935	19	26	1040	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	74	0	0	0	0	935	19	26	1040	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	74	0	0	0	0	935	19	26	1040	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:	107	0	74	0	0	0	0	935	19	26	1040	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.05	0.00	0.00	0.00	0.00	0.31	0.01	0.02	0.35	0.00
Crit Volume:	107				0			0			520	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.570
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	93	1556	76	89	1416	254	132	75	155	21	59	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1556	76	89	1416	254	132	75	155	21	59	90
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1556	0	89	1416	254	132	75	155	21	59	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1556	0	89	1416	254	132	75	155	21	59	90
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1556	0	89	1416	254	132	75	155	21	59	90
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	3688	662	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.36	0.00	0.03	0.38	0.38	0.09	0.05	0.11	0.01	0.02	0.06
Crit Volume:	93				557		132					90
Crit Moves:	****				****		****					****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	158	1438	0		0	1757	212		115	0	88		0	0	0	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	158	1438	0		0	1757	212		115	0	88		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	158	1438	0		0	1757	212		115	0	88		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	158	1438	0		0	1757	212		115	0	88		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:	158	1438	0		0	1757	212		115	0	88		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500	0		0	4500	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.32	0.00		0.00	0.39	0.14		0.04	0.00	0.06		0.00	0.00	0.00	
Crit Volume:	79					586			57					0		
Crit Moves:	****					****			****							

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.531
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	569	1507	10		46	605	134		134	94	692		42	356	233	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	569	1507	10		46	605	134		134	94	692		42	356	233	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	569	1507	0		46	605	0		134	94	0		42	356	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	569	1507	0		46	605	0		134	94	0		42	356	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	569	1507	0		46	605	0		134	94	0		42	356	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.20	0.35	0.00		0.02	0.14	0.00		0.05	0.03	0.00		0.01	0.12	0.00	
Crit Volume:		502				23				67				178		
Crit Moves:		****				****				****				****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0.0	1	0	0 1.0	0 0
Volume Module:												
Base Vol:	46	1325	8	1	769	18	21	5	115	47	2	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1325	8	1	769	18	21	5	115	47	2	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	46	1325	8	1	769	18	21	5	115	47	2	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1325	8	1	769	18	21	5	115	47	2	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	46	1325	8	1	769	18	21	5	115	47	2	5
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.87	0.04	0.09
Final Sat.:	1450	2900	1450	1450	2900	1450	1171	279	1450	1262	54	134
Capacity Analysis Module:												
Vol/Sat:	0.03	0.46	0.01	0.00	0.27	0.01	0.02	0.02	0.08	0.04	0.04	0.04
Crit Volume:		663			1				115		54	
Crit Moves:		****			****				****		****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0.0	1	0 1.0	0 0.0	1
Volume Module:												
Base Vol:	14	1080	3	7	456	6	46	2	32	18	2	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1080	3	7	456	6	46	2	32	18	2	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1080	3	7	456	6	46	2	32	18	2	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1080	3	7	456	6	46	2	32	18	2	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1080	3	7	456	6	46	2	32	18	2	96
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.97	0.03	0.96	0.04	1.00	0.90	0.10	1.00
Final Sat.:	1450	2892	8	1450	2862	38	1390	60	1450	1305	145	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.37	0.00	0.16	0.16	0.03	0.03	0.02	0.01	0.01	0.07
Crit Volume:			542	0				48				96
Crit Moves:			****	****				****				****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2 0	1	2	0	2 0	1	2	0	2 0	1
Volume Module:												
Base Vol:	1	694	42	294	428	35	76	448	3	103	777	476
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	694	42	294	428	35	76	448	3	103	777	476
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	694	0	294	428	0	76	448	0	103	777	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	694	0	294	428	0	76	448	0	103	777	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	694	0	294	428	0	76	448	0	103	777	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.10	0.15	0.00	0.03	0.15	0.00	0.04	0.27	0.00
Crit Volume:		347		147			38				389	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.541
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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			Ovl			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! 0	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	82	45	5	14	3	52	248	417	24	2	771	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	45	5	14	3	52	248	417	24	2	771	3
User Adj:	1.00	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:	82	45	5	14	3	52	248	417	24	2	771	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	45	5	14	3	52	248	417	24	2	771	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	82	45	5	14	3	52	248	417	24	2	771	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.62	0.34	0.04	0.82	0.18	1.00	1.00	1.89	0.11	1.00	1.99	0.01
Final Sat.:	901	494	55	1194	256	1450	1450	2742	158	1450	2889	11
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.01	0.01	0.04	0.17	0.15	0.15	0.00	0.27	0.27
Crit Volume:			132			17		248				387
Crit Moves:			****			****		****				****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.772
Loss Time (sec): 9 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			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0
Volume Module:												
Base Vol:	0	561	404	317	117	0	0	0	0	212	0	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	561	404	317	117	0	0	0	0	212	0	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	561	404	317	117	0	0	0	0	212	0	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	561	404	317	117	0	0	0	0	212	0	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	561	404	317	117	0	0	0	0	212	0	280
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.27	0.21	0.08	0.00	0.00	0.00	0.00	0.14	0.00	0.19
Crit Volume:		561		317			0					280
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap.(X): 0.291
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	0	1	0	0 1	1	0	2 0 1
Volume Module:												
Base Vol:	7	0	23	52	0	176	64	223	10	19	303	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	0	23	52	0	176	64	223	10	19	303	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	23	52	0	176	64	223	10	19	303	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	23	52	0	176	64	223	10	19	303	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	7	0	23	52	0	176	64	223	10	19	303	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.23	0.00	0.77	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	338	0	1112	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.00	0.12	0.04	0.08	0.01	0.01	0.10	0.02
Crit Volume:			30			176	64				152	
Crit Moves:			****			****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap.(X): 0.521
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	82	1262	15		4	827	49		93	16	143		3	1	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	82	1262	15		4	827	49		93	16	143		3	1	1	
User Adj:	1.00	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:	82	1262	15		4	827	49		93	16	143		3	1	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	82	1262	15		4	827	49		93	16	143		3	1	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	82	1262	15		4	827	49		93	16	143		3	1	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		0.85	0.15	1.00		0.75	0.25	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1280	220	1500		1125	375	1500	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.42	0.01		0.00	0.28	0.03		0.07	0.07	0.10		0.00	0.00	0.00	
Crit Volume:		631				4					143		3			
Crit Moves:		****				****					****		****			

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.504
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	189	1157	2		1	703	61		133	1	175		1	1	2	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	189	1157	2		1	703	61		133	1	175		1	1	2	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	189	1157	2		1	703	61		133	1	175		1	1	2	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	189	1157	2		1	703	61		133	1	175		1	1	2	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	189	1157	2		1	703	61		133	1	175		1	1	2	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.50	0.50	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	9	1491		750	750	1500	
Capacity Analysis Module:																
Vol/Sat:	0.13	0.39	0.00		0.00	0.23	0.04		0.04	0.12	0.12		0.00	0.00	0.00	
Crit Volume:		579				1				176			1			
Crit Moves:		****				****				****			****			

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.674
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 3	0 1	1	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	509	1328	45	258	642	51	110	312	21	12	592	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	1328	45	258	642	51	110	312	21	12	592	93
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	509	1328	0	258	642	0	110	312	0	12	592	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	1328	0	258	642	0	110	312	0	12	592	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	509	1328	0	258	642	0	110	312	0	12	592	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.31	0.00	0.09	0.15	0.00	0.08	0.11	0.00	0.00	0.20	0.00
Crit Volume:		443		129			110				296	
Crit Moves:		****		****			****				****	

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap.(X): 0.469
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	157	1327	106	49	868	24	94	7	120	31	3	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1327	106	49	868	24	94	7	120	31	3	16
User Adj:	1.00	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:	157	1327	106	49	868	24	94	7	120	31	3	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1327	106	49	868	24	94	7	120	31	3	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	157	1327	106	49	868	24	94	7	120	31	3	16
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.78	0.22	1.00	2.92	0.08	1.86	0.14	1.00	0.91	0.09	1.00
Final Sat.:	1450	4028	322	1450	4233	117	2699	201	1450	1322	128	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.33	0.33	0.03	0.21	0.21	0.03	0.03	0.08	0.02	0.02	0.01
Crit Volume:		478		49					120		34	
Crit Moves:		****		****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.576
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	115	1701	32	17	1162	122	299	64	168	71	38	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:	115	1701	32	17	1162	122	299	64	168	71	38	39
User Adj:	1.00	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:	115	1701	32	17	1162	122	299	64	168	71	38	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1701	32	17	1162	122	299	64	168	71	38	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:	115	1701	32	17	1162	122	299	64	168	71	38	39
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.69	0.36	0.95	0.96	0.51	0.53
Final Sat.:	2900	4350	1450	1450	4350	1450	2445	524	1382	1391	745	764
Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.02	0.01	0.27	0.08	0.12	0.12	0.12	0.05	0.05	0.05
Crit Volume:		567		17			177				74	
Crit Moves:		****		****			****				****	

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.687
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	477	1078	59	21	898	48	187	8	226	7	9	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	477	1078	59	21	898	48	187	8	226	7	9	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	477	1078	59	21	898	48	187	8	0	7	9	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	477	1078	59	21	898	48	187	8	0	7	9	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	477	1078	59	21	898	48	187	8	0	7	9	4
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.92	0.08	1.00	0.44	0.56	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2877	123	1500	656	844	1500
Capacity Analysis Module:												
Vol/Sat:	0.32	0.36	0.04	0.01	0.30	0.03	0.06	0.07	0.00	0.01	0.01	0.00
Crit Volume:	477				449			98			7	
Crit Moves:	****				****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.523
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	252	801	79	45	836	36	42	117	100	161	284	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:	252	801	79	45	836	36	42	117	100	161	284	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	252	801	79	45	836	36	42	117	100	161	284	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	252	801	79	45	836	36	42	117	100	161	284	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	252	801	79	45	836	36	42	117	100	161	284	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.96	0.04
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1396	54
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.05	0.02	0.19	0.02	0.03	0.04	0.07	0.06	0.20	0.20
Crit Volume:	126			279			59			295		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 12 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			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	118	1027	304	153	917	21	4	60	121	208	56	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	1027	304	153	917	21	4	60	121	208	56	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	1027	304	153	917	21	4	60	121	208	56	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1027	304	153	917	21	4	60	121	208	56	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	118	1027	304	153	917	21	4	60	121	208	56	94
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.74	0.47	0.79
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2520	681	1149
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.21	0.05	0.21	0.01	0.00	0.04	0.08	0.08	0.08	0.08
Crit Volume:	342			77					121	120		
Crit Moves:	****			****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.308
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			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 3	0 1	1	0 3	0 1	1	0 0	1 0	2	0 0	1 0
Volume Module:												
Base Vol:	19	802	16	9	774	153	137	15	31	63	28	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	802	16	9	774	153	137	15	31	63	28	4
User Adj:	1.00	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:	19	802	16	9	774	153	137	15	31	63	28	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	802	16	9	774	153	137	15	31	63	28	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	802	16	9	774	153	137	15	31	63	28	4
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	0.33	0.67	2.00	0.88	0.12
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	473	977	2900	1269	181
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.01	0.01	0.18	0.11	0.09	0.03	0.03	0.02	0.02	0.02
Crit Volume:	19			258			137			32		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap.(X): 0.752
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 75 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	38	1649	87	136	975	42	39	28	27	49	25	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	1649	87	136	975	42	39	28	27	49	25	60
User Adj:	1.00	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:	38	1649	87	136	975	42	39	28	27	49	25	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	1649	87	136	975	42	39	28	27	49	25	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	38	1649	87	136	975	42	39	28	27	49	25	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.92	0.08	1.00	1.00	1.00	1.00	0.29	0.71
Final Sat.:	1500	2850	150	1500	2876	124	1500	1500	1500	1500	441	1059
Capacity Analysis Module:												
Vol/Sat:	0.03	0.58	0.58	0.09	0.34	0.34	0.03	0.02	0.02	0.03	0.06	0.06
Crit Volume:			868	136			39			85		
Crit Moves:			****	****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec): 120 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2 1 0	1	0	2 1 0	0	1	0 1 0	0	1	0 1 0
Volume Module:												
Base Vol:	27	2417	37	1	1539	2	29	8	14	34	2	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:	27	2417	37	1	1539	2	29	8	14	34	2	9
User Adj:	1.00	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:	27	2417	37	1	1539	2	29	8	14	34	2	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	2417	37	1	1539	2	29	8	14	34	2	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	27	2417	37	1	1539	2	29	8	14	34	2	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.95	0.05	1.00	2.99	0.01	1.00	0.45	0.55	1.00	0.60	0.40
Final Sat.:	1450	4284	66	1450	4344	6	1450	654	796	1450	870	580
Capacity Analysis Module:												
Vol/Sat:	0.02	0.56	0.56	0.00	0.35	0.35	0.02	0.01	0.02	0.02	0.00	0.02
Crit Volume:		818			1			29			34	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec): 120 Critical Vol./Cap.(X): 0.642
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2 1 0	1	0	2 1 0	0	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	9	2414	22	30	1516	48	47	29	2	16	14	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:	9	2414	22	30	1516	48	47	29	2	16	14	44
User Adj:	1.00	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:	9	2414	22	30	1516	48	47	29	2	16	14	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2414	22	30	1516	48	47	29	2	16	14	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	2414	22	30	1516	48	47	29	2	16	14	44
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.97	0.03	1.00	2.91	0.09	0.60	0.37	0.03	0.22	0.19	0.59
Final Sat.:	1500	4459	41	1500	4362	138	904	558	38	324	284	892
Capacity Analysis Module:												
Vol/Sat:	0.01	0.54	0.54	0.02	0.35	0.35	0.05	0.05	0.05	0.05	0.05	0.05
Crit Volume:			812		30			47			74	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.670
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1722	33	90	1131	0	0	0	0	37	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1722	33	90	1131	0	0	0	0	37	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	1722	33	90	1131	0	0	0	0	37	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1722	33	90	1131	0	0	0	0	37	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	1.00	1.00	1.00
FinalVolume:	0	1722	33	90	1131	0	0	0	0	37	0	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2944	56	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.59	0.58	0.06	0.38	0.00	0.00	0.00	0.00	0.02	0.00	0.02
Crit Volume:		878		90				0		37		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.410
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	657	2	37	431	0	0	0	0	4	0	285
Growth Adj:	1.00	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	657	2	37	431	0	0	0	0	4	0	285
User Adj:	1.00	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	657	2	37	431	0	0	0	0	4	0	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	657	2	37	431	0	0	0	0	4	0	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	657	2	37	431	0	0	0	0	4	0	285
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2991	9	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.22	0.02	0.14	0.00	0.00	0.00	0.00	0.00	0.00	0.19
Crit Volume:			330	0				0				285
Crit Moves:			****	****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap.(X): 0.627
Loss Time (sec): 9 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			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	1220	113	152	563	3	4	8	5	71	2	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	1220	113	152	563	3	4	8	5	71	2	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	1220	113	152	563	3	4	8	5	71	2	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	1220	113	152	563	3	4	8	5	71	2	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	1220	113	152	563	3	4	8	5	71	2	159
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.99	0.01	0.24	0.47	0.29	0.97	0.03	1.00
Final Sat.:	1450	2654	246	1450	2885	15	341	682	426	1410	40	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.46	0.46	0.10	0.20	0.20	0.01	0.01	0.01	0.05	0.05	0.11
Crit Volume:		667		152			17			73		
Crit Moves:		****		****			****			****		

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.503
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	18	1232	66	36	569	23	63	2	27	13	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1232	66	36	569	23	63	2	27	13	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1232	66	36	569	23	63	2	27	13	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1232	66	36	569	23	63	2	27	13	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1232	66	36	569	23	63	2	27	13	0	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.97	0.03	1.00	1.00	0.00	1.00
Final Sat.:	1450	2900	1450	1450	2787	113	1405	45	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.42	0.05	0.02	0.20	0.20	0.04	0.04	0.02	0.01	0.00	0.01
Crit Volume:		616		36			65			13		
Crit Moves:		****		****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			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:	0	0	2 0 1	1	0	2 0 0	0	0	0 0 0	0	1	0 1 0
Volume Module:												
Base Vol:	0	652	343	66	463	0	0	0	0	268	2	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	652	343	66	463	0	0	0	0	268	2	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	652	343	66	463	0	0	0	0	268	2	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	652	343	66	463	0	0	0	0	268	2	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	652	343	66	463	0	0	0	0	268	2	66
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.61	0.39
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	911	589
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.23	0.04	0.15	0.00	0.00	0.00	0.00	0.18	0.00	0.11
Crit Volume:			343	66				0		268		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap.(X): 0.891
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 171 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:		Ovl			Ovl			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 0 1	1	0	0 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	137	0	345	286	0	42	157	1322	154	83	1051	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	137	0	345	286	0	42	157	1322	154	83	1051	126
User Adj:	1.00	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:	137	0	345	286	0	42	157	1322	154	83	1051	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	137	0	345	286	0	42	157	1322	154	83	1051	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	137	0	345	286	0	42	157	1322	154	83	1051	126
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.24	0.20	0.00	0.03	0.11	0.46	0.11	0.06	0.36	0.09
Crit Volume:				345	286			661		0		
Crit Moves:			****	****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	181	1088	9	1	446	16	114	18	253	23	37	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:	181	1088	9	1	446	16	114	18	253	23	37	8
User Adj:	1.00	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:	181	1088	9	1	446	16	114	18	253	23	37	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1088	9	1	446	16	114	18	253	23	37	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	181	1088	9	1	446	16	114	18	253	23	37	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.98	0.02	1.00	1.93	0.07	0.86	0.14	1.00	0.38	0.62	1.00
Final Sat.:	1450	2876	24	1450	2800	100	1252	198	1450	556	894	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.38	0.38	0.00	0.16	0.16	0.09	0.09	0.17	0.04	0.04	0.01
Crit Volume:			549		1			132			60	
Crit Moves:			****		****			****			****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	47	1199	5	16	374	248	275	8	55	28	11	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:	47	1199	5	16	374	248	275	8	55	28	11	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	1199	5	16	374	248	275	8	55	28	11	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	1199	5	16	374	248	275	8	55	28	11	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	47	1199	5	16	374	248	275	8	55	28	11	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.20	0.80	0.97	0.03	1.00	0.72	0.28	1.00
Final Sat.:	1450	2888	12	1450	1744	1156	1409	41	1450	1041	409	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.42	0.42	0.01	0.21	0.21	0.20	0.20	0.04	0.03	0.03	0.02
Crit Volume:			602		16			283			39	
Crit Moves:			****		****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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 1	1 0	1	0 1	1 0	0	1 0	0 1	1	1 0	0 1
Volume Module:												
Base Vol:	78	1194	35	278	246	189	80	34	37	146	83	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1194	35	278	246	189	80	34	37	146	83	90
User Adj:	1.00	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:	78	1194	35	278	246	189	80	34	37	146	83	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1194	35	278	246	189	80	34	37	146	83	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	78	1194	35	278	246	189	80	34	37	146	83	90
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.13	0.87	0.70	0.30	1.00	1.28	0.72	1.00
Final Sat.:	1450	2817	83	1450	1640	1260	1018	432	1450	1849	1051	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.42	0.19	0.15	0.15	0.08	0.08	0.03	0.08	0.08	0.06
Crit Volume:		615		278				114			115	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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 1	1 0	1	0 2	0 1	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	155	1197	57	66	172	68	90	0	131	68	0	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	1197	57	66	172	68	90	0	131	68	0	110
User Adj:	1.00	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:	155	1197	57	66	172	68	90	0	131	68	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	1197	57	66	172	68	90	0	131	68	0	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	1197	57	66	172	68	90	0	131	68	0	110
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.91	0.09	1.00	2.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	2768	132	1450	2900	1450	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.43	0.05	0.06	0.05	0.06	0.00	0.09	0.05	0.00	0.08
Crit Volume:			627	66			90					110
Crit Moves:			****	****			****					****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.512
Loss Time (sec): 9 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:	Ignore			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	171	0	59	0	0	0	0	762	675	95	1364	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:	171	0	59	0	0	0	0	762	675	95	1364	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	171	0	0	0	0	0	0	762	0	95	1364	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	0	0	0	0	0	0	762	0	95	1364	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	171	0	0	0	0	0	0	762	0	95	1364	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	3000	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.06	0.45	0.00
Crit Volume:	86					0			0			682
Crit Moves:	****						****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.509
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	0	4	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	346	0	650	28	549	576	0	1015	495	286	949	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	0	650	28	549	576	0	1015	495	286	949	493
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	346	0	650	28	549	0	0	1015	495	286	949	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	0	650	28	549	0	0	1015	495	286	949	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	346	0	650	28	549	0	0	1015	495	286	949	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.22	0.02	0.18	0.00	0.00	0.17	0.33	0.10	0.21	0.00
Crit Volume:	173				275			0			316	
Crit Moves:	****				****		****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	2	0	1	0	2	1	0	2	1
Volume Module:												
Base Vol:	0	0	0	772	0	165	0	1216	294	0	1525	562
Growth Adj:	1.00	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	772	0	165	0	1216	294	0	1525	562
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	772	0	165	0	1216	0	0	1525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	772	0	165	0	1216	0	0	1525	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	772	0	165	0	1216	0	0	1525	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.10	0.00	0.38	0.00	0.00	0.48	0.00
Crit Volume:			0	386			0				763	
Crit Moves:				****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.425
Loss Time (sec): 6 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	3	1	2	2	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	852	373	530	421	0	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	0	0	0	0	0	852	373	530	421	0	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	0	0	0	0	0	0	852	373	530	421	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	0	0	0	0	0	852	373	530	421	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	0	0	0	0	0	852	373	530	421	0	
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.19	0.25	0.18	0.14	0.00
Crit Volume:	0			0					373	265		
Crit Moves:									****	****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.473
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	609	0	483	0	0	0	0	925	278	0	1405	230
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	609	0	483	0	0	0	0	925	278	0	1405	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	609	0	483	0	0	0	0	925	0	0	1405	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	609	0	483	0	0	0	0	925	0	0	1405	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	609	0	483	0	0	0	0	925	0	0	1405	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.14	0.00	0.16	0.00	0.00	0.00	0.00	0.21	0.00	0.00	0.31	0.00
Crit Volume:			242	0			0				468	
Crit Moves:			****				****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.401
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	136	0	726	0	1073	204	0	1601	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	136	0	726	0	1073	204	0	1601	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	136	0	0	0	1073	0	0	1601	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	136	0	0	0	1073	0	0	1601	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	136	0	0	0	1073	0	0	1601	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.00	0.24	0.00	0.00	0.36	0.00
Crit Volume:				0			68				534	
Crit Moves:				****			****				****	

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	3 0	1	0	0	3 0	1	0	0	0	0	0	3 0	0	1
Volume Module:												
Base Vol:	0	1818	143	0	400	0	0	0	0	624	0	490
Growth Adj:	1.00	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	1818	143	0	400	0	0	0	0	624	0	490
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1818	0	0	400	0	0	0	0	624	0	490
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1818	0	0	400	0	0	0	0	624	0	490
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1818	0	0	400	0	0	0	0	624	0	490
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	3.00	0.00	1.00
Final Sat.:	0	4500	1500	0	4500	1500	0	0	0	4500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.09	0.00	0.00	0.00	0.00	0.14	0.00	0.33
Crit Volume:		606		0			0					490
Crit Moves:		****		****								****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap.(X): 0.408
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Ignore			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:	2	0	3 0	0	0	0	3 0	1	0	0	0	0	0	1	0	0	0	0	1
Volume Module:												
Base Vol:	494	744	0	0	1096	130	0	0	205	0	0	456
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	744	0	0	1096	130	0	0	205	0	0	456
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	494	744	0	0	1096	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	744	0	0	1096	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	494	744	0	0	1096	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	0.00	0.00	3.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	3000	4500	0	0	4500	1500	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.16	0.17	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:	247				365		0				0	
Crit Moves:	****				****							

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec):	120	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	1113	170	478	866	0	0	0	541	0	0	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:	0	1113	170	478	866	0	0	0	541	0	0	98
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1113	0	478	866	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1113	0	478	866	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1113	0	478	866	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.16	0.19	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		371		239			0			0		
Crit Moves:		****		****								

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec):	120	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	122	426	765	142	0	317	252	1795	226	0	2150	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	426	765	142	0	317	252	1795	226	0	2150	137
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	122	426	0	142	0	317	252	1795	226	0	2150	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	426	0	142	0	317	252	1795	226	0	2150	137
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	426	0	142	0	317	252	1795	226	0	2150	137
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.00	0.00	2.00	2.00	1.78	0.22	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	2900	0	2900	2900	2576	324	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.00	0.05	0.00	0.11	0.09	0.70	0.70	0.00	0.37	0.09
Crit Volume:		213		71					1011	0		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap.(X): 0.547
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0 1	0	1	0	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	0	0	7	190	1	32	10	277	4	4	226	586
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	7	190	1	32	10	277	4	4	226	586
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	7	190	1	32	10	277	4	4	226	586
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	7	190	1	32	10	277	4	4	226	586
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	190	1	32	10	277	4	4	226	586
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.03	0.97	1.00	1.97	0.03	1.00	1.00	1.00
Final Sat.:	1450	0	1450	1450	44	1406	1450	2859	41	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.02	0.02	0.01	0.10	0.10	0.00	0.16	0.40
Crit Volume:			7	190			10					586
Crit Moves:			****	****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.786
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	1	1	0	2	0	0	0	0	2 0 1
Volume Module:												
Base Vol:	0	1672		65	85	1063	0	0	418	136	18	0 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:	0	1672		65	85	1063	0	0	418	136	18	0 42
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1672		0	85	1063	0	0	418	136	18	0 42
Reduct Vol:	0	0		0	0	0	0	0	0	0	0	0 0
Reduced Vol:	0	1672		0	85	1063	0	0	418	136	18	0 42
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1672		0	85	1063	0	0	418	136	18	0 42
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.58	0.00	0.06	0.37	0.00	0.00	0.14	0.09	0.01	0.00	0.03
Crit Volume:		836		85				209		9		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 24 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	32	0	220	0	0	0	0	131	16	227	599	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:	32	0	220	0	0	0	0	131	16	227	599	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	0	220	0	0	0	0	131	16	227	599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	0	220	0	0	0	0	131	16	227	599	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:	32	0	220	0	0	0	0	131	16	227	599	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.78	0.22	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2673	327	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.15	0.00	0.00	0.00	0.00	0.05	0.05	0.15	0.20	0.00
Crit Volume:	32				0				74	227		
Crit Moves:	****								****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap.(X): 0.651
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	2	0	1	0	0	0
Volume Module:												
Base Vol:	516	1199	0	0	634	44	24	0	144	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:	516	1199	0	0	634	44	24	0	144	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	516	1199	0	0	634	44	24	0	144	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	516	1199	0	0	634	44	24	0	144	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:	516	1199	0	0	634	44	24	0	144	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.40	0.00	0.00	0.21	0.03	0.02	0.00	0.10	0.00	0.00	0.00
Crit Volume:	516				317				144	0		
Crit Moves:	****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap.(X): 0.734
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	422	1451	0	278	443	43	33	2	21	0	5	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	422	1451	0	278	443	43	33	2	21	0	5	60
User Adj:	1.00	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:	422	1451	0	278	443	43	33	2	21	0	5	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	422	1451	0	278	443	43	33	2	21	0	5	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	422	1451	0	278	443	43	33	2	21	0	5	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.17	1.83	0.00	0.08	0.92
Final Sat.:	1500	3000	0	1500	3000	1500	1500	261	2739	0	115	1385
Capacity Analysis Module:												
Vol/Sat:	0.28	0.48	0.00	0.19	0.15	0.03	0.02	0.01	0.01	0.00	0.04	0.04
Crit Volume:		726		278			33					65
Crit Moves:		****		****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.612
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 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 1	0 1	1	0 1	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	52	0	0	0	0	2826	0	160	1365	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	52	0	0	0	0	2826	0	160	1365	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	52	0	0	0	0	2826	0	160	1365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	52	0	0	0	0	2826	0	160	1365	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	52	0	0	0	0	2826	0	160	1365	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.00	0.00	0.00	0.00	0.47	0.00	0.11	0.23	0.00
Crit Volume:			52	0				707		160		
Crit Moves:			****					****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.477
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	0 0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	280	898	396	253	0	0	0	0	347	0	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:	0	280	898	396	253	0	0	0	0	347	0	11
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	0	396	253	0	0	0	0	347	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	0	396	253	0	0	0	0	347	0	11
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	0	396	253	0	0	0	0	347	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.94	0.00	0.06
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2908	0	92
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.00	0.26	0.08	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Volume:		140		396					0	179		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 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:	Ignore			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 0 2	0	0	0 0 0	0	0	1 0 1	2	0	1 0 0
Volume Module:												
Base Vol:	172	0	434	0	0	0	0	996	132	173	452	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:	172	0	434	0	0	0	0	996	132	173	452	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	172	0	0	0	0	0	0	996	132	173	452	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	172	0	0	0	0	0	0	996	132	173	452	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	172	0	0	0	0	0	0	996	132	173	452	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.66	0.09	0.06	0.30	0.00
Crit Volume:	172				0			996		87		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.581
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 54 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	152	122	119	211	92	244	122	1347	96	61	429	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	122	119	211	92	244	122	1347	96	61	429	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	122	119	211	92	244	122	1347	96	61	429	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	122	119	211	92	244	122	1347	96	61	429	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	152	122	119	211	92	244	122	1347	96	61	429	49
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.08	0.15	0.06	0.17	0.08	0.31	0.07	0.04	0.10	0.03
Crit Volume:		122		211				449		61		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.862
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 165 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			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	30	1662	9	329	1333	338	733	0	48	0	0	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	1662	9	329	1333	338	733	0	48	0	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	1662	9	329	1333	338	733	0	48	0	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1662	9	329	1333	338	733	0	48	0	0	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	30	1662	9	329	1333	338	733	0	48	0	0	161
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.38	0.01	0.23	0.31	0.23	0.25	0.00	0.03	0.00	0.00	0.11
Crit Volume:		554		329			367				0	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.877
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	13	1656	35	270	883	111	368	719	4	18	249	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1656	35	270	883	111	368	719	4	18	249	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1656	35	270	883	111	368	719	4	18	249	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1656	35	270	883	111	368	719	4	18	249	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	13	1656	35	270	883	111	368	719	4	18	249	244
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.02	0.09	0.20	0.08	0.13	0.17	0.00	0.01	0.09	0.17
Crit Volume:		828		135			184				125	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.492
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1662	40	73	1308	0	0	0	0	73	0	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:	0	1662	40	73	1308	0	0	0	0	73	0	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1662	40	73	1308	0	0	0	0	73	0	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1662	40	73	1308	0	0	0	0	73	0	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1662	40	73	1308	0	0	0	0	73	0	38
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.66	0.00	0.34
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	986	0	514
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.03	0.05	0.29	0.00	0.00	0.00	0.00	0.07	0.00	0.07
Crit Volume:		554		73			0					111
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.194
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	50	0	36	0	0	0	0	5	127	107	7	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:	50	0	36	0	0	0	0	5	127	107	7	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	0	36	0	0	0	0	5	127	107	7	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	0	36	0	0	0	0	5	127	107	7	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:	50	0	36	0	0	0	0	5	127	107	7	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.94	0.06	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1408	92	1500
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.08	0.08	0.08	0.00
Crit Volume:	50			0					127		114	
Crit Moves:	****								****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.858
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 160 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	43	914	13	339	372	32	282	66	26	52	9	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:	43	914	13	339	372	32	282	66	26	52	9	100
User Adj:	1.00	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:	43	914	13	339	372	32	282	66	26	52	9	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	914	13	339	372	32	282	66	26	52	9	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	43	914	13	339	372	32	282	66	26	52	9	100
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.81	0.19	1.00	0.85	0.15	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1175	275	1450	1236	214	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.01	0.23	0.13	0.02	0.24	0.24	0.02	0.04	0.04	0.07
Crit Volume:		457		339				348				100
Crit Moves:		****		****				****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.801
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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:	0	0	1	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	633	53	80	327	0	0	0	0	25	0	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	633	53	80	327	0	0	0	0	25	0	489
User Adj:	1.00	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	633	53	80	327	0	0	0	0	25	0	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	633	53	80	327	0	0	0	0	25	0	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	633	53	80	327	0	0	0	0	25	0	489
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.04	0.05	0.22	0.00	0.00	0.00	0.00	0.02	0.00	0.33
Crit Volume:		633		80			0					489
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap.(X): 1.040
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	81	0	229	813	2002	0	0	1997	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:	0	0	0	81	0	229	813	2002	0	0	1997	48
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	81	0	0	813	2002	0	0	1997	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	81	0	0	813	2002	0	0	1997	48
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:	0	0	0	81	0	0	813	2002	0	0	1997	48
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.54	0.44	0.00	0.00	0.44	0.03
Crit Volume:				81			813				666	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap.(X): 0.516
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 2.0	0 1	1	0 1.1	1 0	1	0 0.1	0 0	0 1.0	0 0.1	
Volume Module:												
Base Vol:	49	965	0	22	1128	61	104	4	24	0	1	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	965	0	22	1128	61	104	4	24	0	1	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	965	0	22	1128	61	104	4	24	0	1	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	965	0	22	1128	61	104	4	24	0	1	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	49	965	0	22	1128	61	104	4	24	0	1	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	0.14	0.86	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2751	149	1450	207	1243	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.00	0.02	0.41	0.41	0.07	0.02	0.02	0.00	0.00	0.00
Crit Volume:	49				595		104				1	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 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			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	0 1	0 1.0	0	0 0	1	0 1.0	1 0	1	0 1.0	1 0
Volume Module:												
Base Vol:	98	5	108	43	6	0	0	766	123	165	503	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	5	108	43	6	0	0	766	123	165	503	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:	98	5	108	43	6	0	0	766	123	165	503	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	5	108	43	6	0	0	766	123	165	503	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:	98	5	108	43	6	0	0	766	123	165	503	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	0.88	0.12	0.00	1.00	1.72	0.28	1.00	1.89	0.11
Final Sat.:	1380	70	1450	1272	178	0	1450	2499	401	1450	2747	153
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.07	0.03	0.03	0.00	0.00	0.31	0.31	0.11	0.18	0.18
Crit Volume:			108		49			445		165		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec): 100 Critical Vol./Cap.(X): 0.142
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	55	0	0	0	0	199	11	59	332	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:	6	0	55	0	0	0	0	199	11	59	332	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	55	0	0	0	0	199	11	59	332	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	55	0	0	0	0	199	11	59	332	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:	6	0	55	0	0	0	0	199	11	59	332	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.07	0.01	0.04	0.11	0.00
Crit Volume:			55	0				99		59		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	78	1435	0	0	845	26	114	0	266	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:	78	1435	0	0	845	26	114	0	266	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1435	0	0	845	26	114	0	266	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1435	0	0	845	26	114	0	266	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:	78	1435	0	0	845	26	114	0	266	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.48	0.00	0.00	0.28	0.02	0.08	0.00	0.18	0.00	0.00	0.00
Crit Volume:		718		0					266	0		
Crit Moves:		****		****					****			

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec):	100	Critical Vol./Cap.(X):	0.473
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	155	2652	0	0	1806	244
Growth Adj:	1.00	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	0	0	0	155	2652	0	0	1806	244
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	155	2652	0	0	1806	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	155	2652	0	0	1806	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	155	2652	0	0	1806	244
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.10	0.41	0.00	0.00	0.38	0.15
Crit Volume:	0			0			155				602	
Crit Moves:							****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec):	100	Critical Vol./Cap.(X):	0.935
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	203	955	277	67	270	413	685	614	256	118	253	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	955	277	67	270	413	685	614	256	118	253	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	203	955	277	67	270	413	685	614	0	118	253	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	203	955	277	67	270	413	685	614	0	118	253	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	203	955	277	67	270	413	685	614	0	118	253	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.33	0.19	0.05	0.09	0.28	0.47	0.21	0.00	0.08	0.09	0.05
Crit Volume:		478			67		685				127	
Crit Moves:		****			****		****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.451
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
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	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	20	939	294		17	908	6		19	30	61		263	6	21	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	20	939	294		17	908	6		19	30	61		263	6	21	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	20	939	294		17	908	6		19	30	61		263	6	21	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	20	939	294		17	908	6		19	30	61		263	6	21	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	20	939	294		17	908	6		19	30	61		263	6	21	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.22	0.20		0.01	0.21	0.00		0.01	0.02	0.04		0.18	0.00	0.01	
Crit Volume:		313				17					61		263			
Crit Moves:		****				****					****		****			

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.714
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
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	3	0 1	1	0	3	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	249	1108	41		198	1388	105		114	346	274		50	302	183	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	249	1108	41		198	1388	105		114	346	274		50	302	183	
User Adj:	1.00	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:	249	1108	41		198	1388	105		114	346	274		50	302	183	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	249	1108	41		198	1388	105		114	346	274		50	302	183	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	249	1108	41		198	1388	105		114	346	274		50	302	183	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.17	0.25	0.03		0.14	0.32	0.07		0.08	0.12	0.19		0.03	0.10	0.13	
Crit Volume:	249					463					274		50			
Crit Moves:	****					****					****		****			

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	179	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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	496	1052	260	504	1090	161	91	1526	116	290	891	205
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	496	1052	260	504	1090	161	91	1526	116	290	891	205
User Adj:	1.00	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:	496	1052	260	504	1090	161	91	1526	116	290	891	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1052	260	504	1090	161	91	1526	116	290	891	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	496	1052	260	504	1090	161	91	1526	116	290	891	205
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.24	0.18	0.17	0.25	0.11	0.03	0.35	0.08	0.10	0.20	0.14
Crit Volume:	248			363			509			145		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	25	1329	133	2	864	115	253	220	87	117	124	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	1329	133	2	864	115	253	220	87	117	124	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	25	1329	133	2	864	115	253	220	87	117	124	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	1329	133	2	864	115	253	220	87	117	124	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:	25	1329	133	2	864	115	253	220	87	117	124	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.09	0.00	0.20	0.08	0.17	0.15	0.06	0.08	0.09	0.00
Crit Volume:	443			2			253			124		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	21	1337	147	48	1001	69	70	520	31	104	315	94
Growth Adj:	1.00	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	1337	147	48	1001	69	70	520	31	104	315	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1337	147	48	1001	69	70	520	31	104	315	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1337	147	48	1001	69	70	520	31	104	315	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	21	1337	147	48	1001	69	70	520	31	104	315	94
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.10	0.03	0.23	0.05	0.05	0.18	0.02	0.07	0.11	0.06
Crit Volume:		446		48				260		104		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	71	952	430	259	637	298	461	1613	37	154	1046	207
Growth Adj:	1.00	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	952	430	259	637	298	461	1613	37	154	1046	207
User Adj:	1.00	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	952	430	259	637	298	461	1613	37	154	1046	207
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	952	430	259	637	298	461	1613	37	154	1046	207
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	71	952	430	259	637	298	461	1613	37	154	1046	207
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.30	0.09	0.15	0.21	0.16	0.37	0.03	0.05	0.24	0.14
Crit Volume:			430	130				538		0		
Crit Moves:			****	****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.375
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	85	30	30	3	107	39	41	675	76	14	303	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	30	30	3	107	39	41	675	76	14	303	3
User Adj:	1.00	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:	85	30	30	3	107	39	41	675	76	14	303	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	30	30	3	107	39	41	675	76	14	303	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	85	30	30	3	107	39	41	675	76	14	303	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.02	0.00	0.07	0.03	0.03	0.23	0.05	0.01	0.10	0.00
Crit Volume:	85				107			338		14		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.743
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 89 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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	266	69	12	141	133	65	6	2025	270	4	1156	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:	266	69	12	141	133	65	6	2025	270	4	1156	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:	266	69	12	141	133	65	6	2025	270	4	1156	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	69	12	141	133	65	6	2025	270	4	1156	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	69	12	141	133	65	6	2025	270	4	1156	53
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.05	0.01	0.10	0.09	0.04	0.00	0.47	0.19	0.00	0.27	0.04
Crit Volume:	266				133			675		4		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.584
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	60	0	155	0	0	0	0	1390	75	26	596	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:	60	0	155	0	0	0	0	1390	75	26	596	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	0	155	0	0	0	0	1390	75	26	596	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	0	155	0	0	0	0	1390	75	26	596	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:	60	0	155	0	0	0	0	1390	75	26	596	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.10	0.00	0.00	0.00	0.00	0.46	0.05	0.02	0.20	0.00
Crit Volume:			155		0			695		26		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.353
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	19	66	40	14	78	9	42	672	116	79	298	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	66	40	14	78	9	42	672	116	79	298	3
User Adj:	1.00	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:	19	66	40	14	78	9	42	672	116	79	298	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	66	40	14	78	9	42	672	116	79	298	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	19	66	40	14	78	9	42	672	116	79	298	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.03	0.01	0.05	0.01	0.03	0.23	0.08	0.05	0.10	0.00
Crit Volume:	19				78			336		79		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.508
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 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	0	0	1	0	0	1	1	0	3	0	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	115	0	36	80	1940	0	0	1257	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	115	0	36	80	1940	0	0	1257	62
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	115	0	36	80	1940	0	0	1257	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	36	80	1940	0	0	1257	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	115	0	36	80	1940	0	0	1257	62
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.02	0.05	0.43	0.00	0.00	0.28	0.04
Crit Volume:		0		115				647		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec): 100 Critical Vol./Cap.(X): 0.479
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	8	7	87	13	30	12	1707	311	30	1466	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:	0	8	7	87	13	30	12	1707	311	30	1466	8
User Adj:	1.00	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	8	7	87	13	30	12	1707	311	30	1466	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	8	7	87	13	30	12	1707	311	30	1466	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	8	7	87	13	30	12	1707	311	30	1466	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.00	0.06	0.01	0.02	0.01	0.39	0.21	0.02	0.34	0.01
Crit Volume:		8		87				569		30		
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	14	1442	54	7	1027	102	41	4	48	119	11	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	1442	54	7	1027	102	41	4	48	119	11	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	1442	54	7	1027	102	41	4	48	119	11	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1442	54	7	1027	102	41	4	48	119	11	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	14	1442	54	7	1027	102	41	4	48	119	11	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.04	0.00	0.24	0.07	0.03	0.00	0.03	0.08	0.01	0.02
Crit Volume:		481		7					48	119		
Crit Moves:		****		****					****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.317
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	95	1	12	0	0	1	1	724	0	2	426	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:	95	1	12	0	0	1	1	724	0	2	426	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1	12	0	0	1	1	724	0	2	426	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	12	0	0	1	1	724	0	2	426	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:	95	1	12	0	0	1	1	724	0	2	426	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.01	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.15	0.00
Crit Volume:	95					1		362		2		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.327
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	20	2	93	0	2	17	20	737	8	13	313	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:	20	2	93	0	2	17	20	737	8	13	313	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	2	93	0	2	17	20	737	8	13	313	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	2	93	0	2	17	20	737	8	13	313	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:	20	2	93	0	2	17	20	737	8	13	313	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.06	0.00	0.00	0.01	0.01	0.25	0.01	0.01	0.11	0.00
Crit Volume:			93		0			368		13		
Crit Moves:			****		****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.422
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	80	1324	15	7	1404	64	22	0	36	28	1	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1324	15	7	1404	64	22	0	36	28	1	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1324	15	7	1404	64	22	0	36	28	1	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1324	15	7	1404	64	22	0	36	28	1	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	80	1324	15	7	1404	64	22	0	36	28	1	12
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.30	0.01	0.00	0.32	0.04	0.02	0.00	0.02	0.02	0.00	0.01
Crit Volume:	80				468				36	28		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.511
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	26	1291	31		124	1569	19		67	6	93		93	2	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:	26	1291	31		124	1569	19		67	6	93		93	2	41	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	1291	31		124	1569	19		67	6	93		93	2	41	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	1291	31		124	1569	19		67	6	93		93	2	41	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	26	1291	31		124	1569	19		67	6	93		93	2	41	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.30	0.02		0.09	0.36	0.01		0.05	0.00	0.06		0.06	0.00	0.03	
Crit Volume:		430				124					93		93			
Crit Moves:		****				****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.222
Loss Time (sec): 0 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:	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	0 1	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	28	1	0		29	2	0		1	585	11		0	436	6	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	28	1	0		29	2	0		1	585	11		0	436	6	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	28	1	0		29	2	0		1	585	11		0	436	6	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	28	1	0		29	2	0		1	585	11		0	436	6	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	28	1	0		29	2	0		1	585	11		0	436	6	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	1450	1450	1450		1450	1450	1450		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.00	0.00		0.02	0.00	0.00		0.00	0.20	0.01		0.00	0.15	0.00	
Crit Volume:		28				2				293			0			
Crit Moves:		****				****				****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.388
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	1480	41	39	1028	0	0	0	0	50	0	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:	0	1480	41	39	1028	0	0	0	0	50	0	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1480	41	39	1028	0	0	0	0	50	0	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1480	41	39	1028	0	0	0	0	50	0	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1480	41	39	1028	0	0	0	0	50	0	11
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.03	0.03	0.23	0.00	0.00	0.00	0.00	0.03	0.00	0.01
Crit Volume:		493		39				0		50		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.487
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	41	0	85	221	2070	0	0	1302	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	41	0	85	221	2070	0	0	1302	114
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	41	0	0	221	2070	0	0	1302	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	41	0	0	221	2070	0	0	1302	114
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:	0	0	0	41	0	0	221	2070	0	0	1302	114
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.00	0.15	0.46	0.00	0.00	0.29	0.08
Crit Volume:				41				690		0		
Crit Moves:				****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.535
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	35	0	2302	0	0	1372	115
Growth Adj:	1.00	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	0	0	35	0	2302	0	0	1372	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	35	0	2302	0	0	1372	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	35	0	2302	0	0	1372	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	35	0	2302	0	0	1372	115
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.51	0.00	0.00	0.30	0.08
Crit Volume:	0					35		767		0		
Crit Moves:						****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	48	0	70	207	1972	0	0	1143	149
Growth Adj:	1.00	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	48	0	70	207	1972	0	0	1143	149
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	70	207	1972	0	0	1143	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	70	207	1972	0	0	1143	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	48	0	70	207	1972	0	0	1143	149
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.05	0.14	0.44	0.00	0.00	0.25	0.10
Crit Volume:	0					70		657		0		
Crit Moves:						****		****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	211	656	120	67	526	187	426	31	297	108	32	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	656	120	67	526	187	426	31	297	108	32	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	211	656	120	67	526	187	426	31	297	108	32	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	656	120	67	526	187	426	31	297	108	32	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	211	656	120	67	526	187	426	31	297	108	32	73
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.15	0.15	0.08	0.05	0.12	0.13	0.29	0.02	0.20	0.07	0.02	0.05
Crit Volume:	211					187	426					73
Crit Moves:	****					****	****					****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	35	1518	29	24	869	12	78	10	27	85	18	108
Growth Adj:	1.00	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	1518	29	24	869	12	78	10	27	85	18	108
User Adj:	1.00	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:	35	1518	29	24	869	12	78	10	27	85	18	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	1518	29	24	869	12	78	10	27	85	18	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	35	1518	29	24	869	12	78	10	27	85	18	108
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.02	0.02	0.20	0.01	0.05	0.01	0.02	0.06	0.01	0.07
Crit Volume:		506			24		78					108
Crit Moves:		****			****		****					****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec):	100	Critical Vol./Cap.(X):	0.370
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	36	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	1
Volume Module:												
Base Vol:	47	0	12	0	0	0	0	966	9	25	319	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:	47	0	12	0	0	0	0	966	9	25	319	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	0	12	0	0	0	0	966	9	25	319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	0	12	0	0	0	0	966	9	25	319	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:	47	0	12	0	0	0	0	966	9	25	319	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.01	0.00	0.00	0.00	0.00	0.32	0.01	0.02	0.11	0.00
Crit Volume:	47			0			483			25		
Crit Moves:	****						****			****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec):	100	Critical Vol./Cap.(X):	0.812
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	122	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	3	0	1	1	0	3	0	1	1	0	1	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	61	2523	36	69	1839	54	100	14	114	57	16	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	2523	36	69	1839	54	100	14	114	57	16	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	61	2523	36	69	1839	54	100	14	114	57	16	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	61	2523	36	69	1839	54	100	14	114	57	16	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	61	2523	36	69	1839	54	100	14	114	57	16	168
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.58	0.02	0.05	0.42	0.04	0.07	0.01	0.08	0.04	0.01	0.12
Crit Volume:		841			69		100					168
Crit Moves:		****			****		****					****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.710
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				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	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	3	2501		9	85	1933		12	52		2	46	65		1	59
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Initial Bse:	3	2501		9	85	1933		12	52		2	46	65		1	59
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	3	2501		9	85	1933		12	52		2	46	65		1	59
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	3	2501		9	85	1933		12	52		2	46	65		1	59
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	3	2501		9	85	1933		12	52		2	46	65		1	59
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	3.00		1.00	1.00	3.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Sat.:	1450	4350		1450	1450	4350		1450	1450		1450	1450	1450		1450	1450
Capacity Analysis Module:																
Vol/Sat:	0.00	0.57		0.01	0.06	0.44		0.01	0.04		0.00	0.03	0.04		0.00	0.04
Crit Volume:		834				85				52						59
Crit Moves:		****				****				****						****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.761
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 96 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				Ovl				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	0	1	0	0 1	0	0	1!	0 0
Volume Module:																
Base Vol:	35	840		262	21	142		7	1		72	18	121		29	20
Growth Adj:	1.00	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	840		262	21	142		7	1		72	18	121		29	20
User Adj:	1.00	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:	35	840		262	21	142		7	1		72	18	121		29	20
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	35	840		262	21	142		7	1		72	18	121		29	20
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		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:	35	840		262	21	142		7	1		72	18	121		29	20
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450		1450	1450	1450		1450	1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	1.00	1.00		1.00	1.00	1.91		0.09	0.01		0.99	1.00	0.71		0.17	0.12
Final Sat.:	1450	1450		1450	1450	2764		136	20		1430	1450	1032		247	171
Capacity Analysis Module:																
Vol/Sat:	0.02	0.58		0.18	0.01	0.05		0.05	0.05		0.01	0.12	0.12		0.12	
Crit Volume:		840				21				73				170		
Crit Moves:		****				****				****				****		

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City of Roseville
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Super-Cumulative - AM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap.(X): 0.529
Loss Time (sec): 9 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:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0	0
Volume Module:												
Base Vol:	1	363	299	1	116	135	359	382	2	4	87	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	363	299	1	116	135	359	382	2	4	87	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	363	299	1	116	135	359	382	2	4	87	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	363	299	1	116	135	359	382	2	4	87	2
PCE Adj:	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	363	299	2	116	135	359	382	2	4	87	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.01	0.99	1.00	0.01	0.99	1.00	1.00	0.99	0.01	1.00	1.96	0.04
Final Sat.:	4	1496	1500	13	1487	1500	1500	1492	8	1500	2933	67
Capacity Analysis Module:												
Vol/Sat:	0.24	0.24	0.20	0.08	0.08	0.09	0.24	0.26	0.26	0.00	0.03	0.03
Crit Volume:		364			1			384				45
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap.(X): 0.414
Loss Time (sec): 6 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:	Permitted			Permitted			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	1	0	0	1	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	196	30	35	3	19	9	7	417	224	10	208	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	30	35	3	19	9	7	417	224	10	208	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	196	30	35	3	19	9	7	417	224	10	208	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	196	30	35	3	19	9	7	417	224	10	208	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	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:	196	30	35	3	19	9	7	417	224	20	208	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.87	0.13	1.00	0.10	0.61	0.29	0.02	0.98	1.00	0.05	0.95	1.00
Final Sat.:	1388	212	1600	155	981	465	26	1574	1600	73	1527	1600
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.02	0.02	0.02	0.02	0.27	0.26	0.14	0.14	0.14	0.00
Crit Volume:		226			3			424			10	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.451
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	4	34	47	40	21	27	96	566	9	25	234	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	34	47	40	21	27	96	566	9	25	234	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	34	47	40	21	27	96	566	9	25	234	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	34	47	40	21	27	96	566	9	25	234	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	34	47	40	21	27	96	566	9	25	234	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.42	0.58	1.00	0.44	0.56	1.00	0.98	0.02	1.00	0.66	0.34
Final Sat.:	1600	672	928	1600	700	900	1600	1575	25	1600	1058	542
Capacity Analysis Module:												
Vol/Sat:	0.00	0.05	0.05	0.03	0.03	0.03	0.06	0.36	0.36	0.02	0.22	0.22
Crit Volume:			81	40				575		25		
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.527
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0 1	0	0	1! 0 0	1	0	0 1 0
Volume Module:												
Base Vol:	11	49	415	15	27	8	21	449	17	211	215	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:	11	49	415	15	27	8	21	449	17	211	215	35
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	49	0	15	27	8	21	449	17	211	215	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	49	0	15	27	8	21	449	17	211	215	35
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	49	0	15	27	8	21	449	17	211	215	35
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.18	0.82	1.00	0.30	0.54	0.16	1.00	0.96	0.04	1.00	0.86	0.14
Final Sat.:	275	1225	1500	450	810	240	1500	1445	55	1500	1290	210
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.00	0.03	0.03	0.03	0.01	0.31	0.31	0.14	0.17	0.17
Crit Volume:			60	15					466	250		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	304	855	30	151	884	20	87	146	342	68	201	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:	304	855	30	151	884	20	87	146	342	68	201	33
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	304	855	30	151	884	0	87	146	0	68	201	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	304	855	30	151	884	0	87	146	0	68	201	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	304	855	30	151	884	0	87	146	0	68	201	33
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.29	0.02	0.10	0.30	0.00	0.06	0.10	0.00	0.05	0.14	0.02
Crit Volume:	152			442			87			201		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	0	7	1	762	20	569	666	32	7	1	29	515
Growth Adj:	1.00	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	7	1	762	20	569	666	32	7	1	29	515
User Adj:	1.00	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	7	1	762	20	569	666	32	7	1	29	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	7	1	762	20	569	666	32	7	1	29	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	7	1	762	20	569	666	32	7	1	29	515
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.95	0.05	1.00	1.89	0.09	0.02	0.03	0.97	2.00
Final Sat.:	0	1450	1450	2826	74	1450	2740	132	29	48	1402	2900
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.27	0.39	0.24	0.24	0.24	0.02	0.02	0.18
Crit Volume:		7		391			352			30		
Crit Moves:		****		****			****			****		

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SUPER-CUMULATIVE CONDITIONS
P.M. PEAK HOUR

TRAFFIX LEVEL OF SERVICE
WORKSHEETS

City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 1 Atlantic & Tiger/Center	A	xxxxx	0.467	A	xxxxx	0.467	+ 0.000
# 2 Atlantic & Wills	C	xxxxx	0.708	C	xxxxx	0.708	+ 0.000
# 3 Atlantic St & Yosemite St	B	xxxxx	0.624	B	xxxxx	0.624	+ 0.000
# 4 Baseline Rd & Fiddyment Rd	E	xxxxx	0.987	E	xxxxx	0.987	+ 0.000
# 5 Blue Oaks & Crocker Ranch	E	xxxxx	0.952	E	xxxxx	0.952	+ 0.000
# 6 Blue Oaks & Del Webb	B	xxxxx	0.665	B	xxxxx	0.665	+ 0.000
# 7 Blue Oaks & Fiddyment	D	xxxxx	0.850	D	xxxxx	0.850	+ 0.000
# 8 Blue Oaks & New Meadow	C	xxxxx	0.728	C	xxxxx	0.728	+ 0.000
# 9 Blue Oaks & Orchard View	A	xxxxx	0.572	A	xxxxx	0.572	+ 0.000
# 10 Blue Oaks Bl & Diamond Creek B	E	xxxxx	0.976	E	xxxxx	0.976	+ 0.000
# 11 Blue Oaks Bl & Foothills Bl	D	xxxxx	0.859	D	xxxxx	0.859	+ 0.000
# 12 Blue Oaks Bl & Woodcreek Oaks	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 13 Cirby & Sunrise	F	xxxxx	1.060	F	xxxxx	1.060	+ 0.000
# 14 Cirby Wy & Foothills Bl	F	xxxxx	1.114	F	xxxxx	1.114	+ 0.000
# 15 Cirby Wy & Melody Ln	B	xxxxx	0.629	B	xxxxx	0.629	+ 0.000
# 16 Cirby Wy & Northridge Dr	E	xxxxx	0.930	E	xxxxx	0.930	+ 0.000
# 17 Cirby Wy & Oak Ridge Dr	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000
# 18 Cirby Wy & Orlando Av	E	xxxxx	0.903	E	xxxxx	0.903	+ 0.000
# 19 Cirby Wy & Parkview Dr	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000
# 20 Cirby Wy & Riverside Av	F	xxxxx	1.148	F	xxxxx	1.148	+ 0.000
# 21 Cirby Wy & Rocky Ridge Dr	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000
# 22 Cirby Wy & San Simeon Dr	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000
# 23 Cirby Wy & Vernon St	F	xxxxx	1.292	F	xxxxx	1.292	+ 0.000

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City of Roseville
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Intersection	Base LOS	Base Del/Veh	Base V/C	Future LOS	Future Del/Veh	Future V/C	Change in V/C
# 24 Douglas & Eureka	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 25 Douglas & Rocky Ridge	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000
# 26 Douglas & Santa Clara	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000
# 27 Douglas & Sierra Gardens	B	xxxxx	0.691	B	xxxxx	0.691	+ 0.000
# 28 Douglas & Sunrise	E	xxxxx	0.942	E	xxxxx	0.942	+ 0.000
# 29 Douglas & Target	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000
# 30 Douglas Bl & E Roseville Pw	C	xxxxx	0.783	C	xxxxx	0.783	+ 0.000
# 31 Douglas Bl & Folsom Rd	B	xxxxx	0.610	B	xxxxx	0.610	+ 0.000
# 32 Douglas Bl & Harding Bl	E	xxxxx	0.972	E	xxxxx	0.972	+ 0.000
# 33 Douglas Bl & Judah St	A	xxxxx	0.485	A	xxxxx	0.485	+ 0.000
# 34 Douglas Bl & Keehner Av	A	xxxxx	0.476	A	xxxxx	0.476	+ 0.000
# 35 Douglas Bl & Park Dr	A	xxxxx	0.406	A	xxxxx	0.406	+ 0.000
# 36 Douglas Bl & Sierra College Bl	D	xxxxx	0.880	D	xxxxx	0.880	+ 0.000
# 37 Eureka & Lead Hill	A	xxxxx	0.589	A	xxxxx	0.589	+ 0.000
# 38 Eureka & N. Sunrise	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000
# 39 Eureka & Rocky Ridge	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000
# 40 Eureka Rd & Ashland Dr	A	xxxxx	0.481	A	xxxxx	0.481	+ 0.000
# 41 Eureka Rd & Deer Valley Apts	A	xxxxx	0.448	A	xxxxx	0.448	+ 0.000
# 42 Fairway & Central Park/Lowes	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000
# 43 Fairway & Cortina Circle	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000
# 44 Fairway & Five Star	A	xxxxx	0.520	A	xxxxx	0.520	+ 0.000
# 45 Fairway & Home Depot	A	xxxxx	0.551	A	xxxxx	0.551	+ 0.000
# 46 Fairway & Target/Rosehall	A	xxxxx	0.478	A	xxxxx	0.478	+ 0.000
# 47 Fiddyment & Del Webb/Village G	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000
# 48 Fiddyment & Hayden Pkwy North	B	xxxxx	0.676	B	xxxxx	0.676	+ 0.000

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 49 Fiddyment & Hayden Pkwy South	B	xxxxx	0.628	B	xxxxx	0.628	+ 0.000 V/C
# 50 Foothills & Baseline/Main	D	xxxxx	0.890	D	xxxxx	0.890	+ 0.000 V/C
# 51 Foothills & Misty Wood/Nec	A	xxxxx	0.549	A	xxxxx	0.549	+ 0.000 V/C
# 52 Foothills Bl & Albertsons Dr	B	xxxxx	0.661	B	xxxxx	0.661	+ 0.000 V/C
# 53 Foothills Bl & Atkinson Rd	A	xxxxx	0.566	A	xxxxx	0.566	+ 0.000 V/C
# 54 Foothills Bl & Roseville Pkwy/	C	xxxxx	0.777	C	xxxxx	0.777	+ 0.000 V/C
# 55 Foothills Bl & HP South	A	xxxxx	0.534	A	xxxxx	0.534	+ 0.000 V/C
# 56 Foothills Bl & Junction Bl	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000 V/C
# 57 Foothills Bl & Mcanally Dr	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
# 58 Foothills Bl & Pleasant Grove	E	xxxxx	0.943	E	xxxxx	0.943	+ 0.000 V/C
# 59 Foothills Blvd & Rand/Pilgrims	B	xxxxx	0.601	B	xxxxx	0.601	+ 0.000 V/C
# 60 Foothills Bl & Vineyard Rd	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 61 Galleria & Antelope Creek	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
# 62 Galleria & Berry	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
# 63 Galleria & Roseville Pkwy	F	xxxxx	1.026	F	xxxxx	1.026	+ 0.000 V/C
# 64 Harding & Wills	C	xxxxx	0.752	C	xxxxx	0.752	+ 0.000 V/C
# 65 Harding Bl & Estates Dr	C	xxxxx	0.701	C	xxxxx	0.701	+ 0.000 V/C
# 66 Harding Bl & Lead Hill Bl	D	xxxxx	0.840	D	xxxxx	0.840	+ 0.000 V/C
# 67 Harding Bl & Roseville Square	B	xxxxx	0.620	B	xxxxx	0.620	+ 0.000 V/C
# 68 Junction & Stonecrest/Magenta	A	xxxxx	0.483	A	xxxxx	0.483	+ 0.000 V/C
# 69 Junction Bl & Americana Dr	A	xxxxx	0.532	A	xxxxx	0.532	+ 0.000 V/C
# 70 Junction Bl & Baseline Rd	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
# 71 Junction Bl & Country Club Dr	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
# 72 Junction Bl & Park Regency Dr	B	xxxxx	0.603	B	xxxxx	0.603	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 73 Junction Bl & Porter Dr	B	xxxxx	0.623	B	xxxxx	0.623	+ 0.000 V/C
# 74 Junction Bl & Revere Dr	A	xxxxx	0.555	A	xxxxx	0.555	+ 0.000 V/C
# 75 Junction Bl & Washington Bl	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
# 76 Junction Bl & Woodcreek Oaks B	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
# 77 Lead Hill Bl & N Sunrise Av	C	xxxxx	0.716	C	xxxxx	0.716	+ 0.000 V/C
# 78 Lead Hill Bl & Rocky Ridge Dr	B	xxxxx	0.677	B	xxxxx	0.677	+ 0.000 V/C
# 79 Lead Hill Bl & Wal-Mart	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
# 80 N Sunrise Av & Automall Dr	A	xxxxx	0.530	A	xxxxx	0.530	+ 0.000 V/C
# 81 N Sunrise Av & Stone Point Dr	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
# 82 N. Sunrise & Sierra Gardens	A	xxxxx	0.586	A	xxxxx	0.586	+ 0.000 V/C
# 83 Olympus Dr & Europa St	A	xxxxx	0.230	A	xxxxx	0.230	+ 0.000 V/C
# 84 PFE & Hilltop	A	xxxxx	0.436	A	xxxxx	0.436	+ 0.000 V/C
# 85 Pleasant Grove & Fairway	E	xxxxx	0.908	E	xxxxx	0.908	+ 0.000 V/C
# 86 Pleasant Grove & Fiddyment	F	xxxxx	1.131	F	xxxxx	1.131	+ 0.000 V/C
# 87 Pleasant Grove & Gold Coast/Ha	D	xxxxx	0.824	D	xxxxx	0.824	+ 0.000 V/C
# 88 Pleasant Grove & Highland Park	A	xxxxx	0.491	A	xxxxx	0.491	+ 0.000 V/C
# 89 Pleasant Grove & Market	C	xxxxx	0.718	C	xxxxx	0.718	+ 0.000 V/C
# 90 Pleasant Grove & Michener	C	xxxxx	0.778	C	xxxxx	0.778	+ 0.000 V/C
# 91 Pleasant Grove & Monument	A	xxxxx	0.514	A	xxxxx	0.514	+ 0.000 V/C
# 92 Pleasant Grove & Rose Creek	C	xxxxx	0.784	C	xxxxx	0.784	+ 0.000 V/C
# 93 Pleasant Grove & Roseville Pkw	F	xxxxx	1.198	F	xxxxx	1.198	+ 0.000 V/C
# 94 Pleasant Grove & Sun City	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
# 95 Pleasant Grove & Wal-Mart/High	C	xxxxx	0.799	C	xxxxx	0.799	+ 0.000 V/C
# 96 Pleasant Grove & Washington	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000 V/C
# 97 Pleasant Grove Bl & Country Cl	B	xxxxx	0.627	B	xxxxx	0.627	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
# 98 Pleasant Grove Bl & Woodcreek	E	xxxxx	0.942	E	xxxxx	0.942	+ 0.000 V/C
# 99 Rocky Ridge Dr & Maidu Dr	B	xxxxx	0.606	B	xxxxx	0.606	+ 0.000 V/C
#100 Rocky Ridge Dr & Mclaren Dr	A	xxxxx	0.497	A	xxxxx	0.497	+ 0.000 V/C
#101 Rocky Ridge Dr & Professional	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
#102 Rocky Ridge Dr & Stone Point D	A	xxxxx	0.307	A	xxxxx	0.307	+ 0.000 V/C
#103 Roseville Parkway & Chase	D	xxxxx	0.868	D	xxxxx	0.868	+ 0.000 V/C
#104 Roseville Parkway & Creekside	D	xxxxx	0.836	D	xxxxx	0.836	+ 0.000 V/C
#105 Roseville Parkway & Gibson	D	xxxxx	0.833	D	xxxxx	0.833	+ 0.000 V/C
#106 Roseville Parkway & N. Sunrise	E	xxxxx	0.949	E	xxxxx	0.949	+ 0.000 V/C
#107 Roseville Parkway & Reserve	C	xxxxx	0.798	C	xxxxx	0.798	+ 0.000 V/C
#108 Roseville Parkway & Secret Rav	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#109 Roseville Parkway & Taylor	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
#110 Roseville Parkway & West Mall	A	xxxxx	0.594	A	xxxxx	0.594	+ 0.000 V/C
#111 Roseville Pw & Alexandra Dr	B	xxxxx	0.616	B	xxxxx	0.616	+ 0.000 V/C
#112 Roseville Pw & Eureka Rd	C	xxxxx	0.747	C	xxxxx	0.747	+ 0.000 V/C
#113 Roseville Pw & Lead Hill/Orvie	B	xxxxx	0.678	B	xxxxx	0.678	+ 0.000 V/C
#114 Roseville Pw & N Cirby Wy	A	xxxxx	0.510	A	xxxxx	0.510	+ 0.000 V/C
#115 Roseville Pw & Olympus Dr	B	xxxxx	0.671	B	xxxxx	0.671	+ 0.000 V/C
#116 Roseville Pw & Rocky Ridge Dr	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C
#117 Roseville Pw & Sierra College	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
#118 Roseville Pw & Trestle Rd	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
#119 Roseville Pw & Village/Slate C	A	xxxxx	0.542	A	xxxxx	0.542	+ 0.000 V/C
#120 Roseville Pw & Washington Bl	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C
#121 S Cirby Wy & Champion Oaks Dr	A	xxxxx	0.538	A	xxxxx	0.538	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#122 S Cirby Wy & Old Auburn Rd	C	xxxxx	0.736	C	xxxxx	0.736	+ 0.000 V/C
#123 Secret Ravine & Scarborough/ P	A	xxxxx	0.330	A	xxxxx	0.330	+ 0.000 V/C
#124 Sierra College & Miners Ravine	A	xxxxx	0.465	A	xxxxx	0.465	+ 0.000 V/C
#125 Sierra College & Secret Ravine	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#126 Sierra College Bl & Eureka Rd	A	xxxxx	0.591	A	xxxxx	0.591	+ 0.000 V/C
#127 Sierra College Bl & Indigo Cre	C	xxxxx	0.792	C	xxxxx	0.792	+ 0.000 V/C
#128 Sierra College Bl & Old Auburn	C	xxxxx	0.791	C	xxxxx	0.791	+ 0.000 V/C
#129 Sierra College Bl & Olympus Dr	A	xxxxx	0.581	A	xxxxx	0.581	+ 0.000 V/C
#130 Stanford Ranch & Fairway	B	xxxxx	0.633	B	xxxxx	0.633	+ 0.000 V/C
#131 Stanford Ranch & Five Star	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
#132 Stanford Ranch & Highland Park	A	xxxxx	0.464	A	xxxxx	0.464	+ 0.000 V/C
#133 Sunrise & Coloma	C	xxxxx	0.745	C	xxxxx	0.745	+ 0.000 V/C
#134 Sunrise & Sandringham/Kensingt	E	xxxxx	0.937	E	xxxxx	0.937	+ 0.000 V/C
#135 Sunrise & Sun Tree/Kensington	C	xxxxx	0.704	C	xxxxx	0.704	+ 0.000 V/C
#136 Sunrise Av & Frances Dr	B	xxxxx	0.635	B	xxxxx	0.635	+ 0.000 V/C
#137 Sunrise Av & Oak Ridge Dr	A	xxxxx	0.453	A	xxxxx	0.453	+ 0.000 V/C
#138 Washington & Diamond Oaks	C	xxxxx	0.723	C	xxxxx	0.723	+ 0.000 V/C
#139 Washington & Sawtell/Derek	C	xxxxx	0.757	C	xxxxx	0.757	+ 0.000 V/C
#140 Washington Bl & Hallissy Dr	A	xxxxx	0.384	A	xxxxx	0.384	+ 0.000 V/C
#141 Woodcreek Oaks & Baseline	E	xxxxx	0.933	E	xxxxx	0.933	+ 0.000 V/C
#142 Woodcreek Oaks & Canevari/Arse	C	xxxxx	0.767	C	xxxxx	0.767	+ 0.000 V/C
#143 Woodcreek Oaks & Horncastle	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#144 Woodcreek Oaks & Mcanally	B	xxxxx	0.659	B	xxxxx	0.659	+ 0.000 V/C
#145 Woodcreek Oaks & Trailee	A	xxxxx	0.502	A	xxxxx	0.502	+ 0.000 V/C
#146 SR 65 N/B Off & Blue Oaks Blvd	C	xxxxx	0.773	C	xxxxx	0.773	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#147 Washington Blvd & Blue Oaks Bl	B	xxxxx	0.664	B	xxxxx	0.664	+ 0.000 V/C
#148 I-80 WB Off & Douglas Blvd	D	xxxxx	0.876	D	xxxxx	0.876	+ 0.000 V/C
#149 I-80 WB On & Atlantic St	A	xxxxx	0.559	A	xxxxx	0.559	+ 0.000 V/C
#150 SR 65 N/B Off & Pleasant Grove	B	xxxxx	0.692	B	xxxxx	0.692	+ 0.000 V/C
#151 SR 65 S/B Off & Pleasant Grove	C	xxxxx	0.707	C	xxxxx	0.707	+ 0.000 V/C
#152 I-80 WB Off & Riverside Ave	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
#153 Stanford Ranch & Sr-65 N/B On	D	xxxxx	0.869	D	xxxxx	0.869	+ 0.000 V/C
#154 Stanford Ranch/Galleria & Sr-6	D	xxxxx	0.830	D	xxxxx	0.830	+ 0.000 V/C
#155 Taylor & Eureka I-80 EB Off	F	xxxxx	1.048	F	xxxxx	1.048	+ 0.000 V/C
#156 Fairway & Highland Park	B	xxxxx	0.673	B	xxxxx	0.673	+ 0.000 V/C
#157 I-80 EB Off/Orlando & Riversid	E	xxxxx	0.920	E	xxxxx	0.920	+ 0.000 V/C
#158 Roseville Rkwy & Old Auburn	A	xxxxx	0.423	A	xxxxx	0.423	+ 0.000 V/C
#159 Washington Blvd & Industrial	B	xxxxx	0.662	B	xxxxx	0.662	+ 0.000 V/C
#160 Foothills Blvd & HP Far South/	B	xxxxx	0.668	B	xxxxx	0.668	+ 0.000 V/C
#161 Blue Oaks Blvd & Wood Meadow	B	xxxxx	0.602	B	xxxxx	0.602	+ 0.000 V/C
#162 Gibson Rd & New Convention Cen	B	xxxxx	0.672	B	xxxxx	0.672	+ 0.000 V/C
#163 Blue Oaks Blvd & West Side Dr	D	xxxxx	0.832	D	xxxxx	0.832	+ 0.000 V/C
#164 Blue Oaks Blvd & Hayden Pkwy	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#165 Fiddyment Rd & Westhills Dr	D	xxxxx	0.842	D	xxxxx	0.842	+ 0.000 V/C
#166 Pleasant Grove Blvd & West Sid	C	xxxxx	0.782	C	xxxxx	0.782	+ 0.000 V/C
#167 Fiddyment Rd & Westlake Dr	A	xxxxx	0.381	A	xxxxx	0.381	+ 0.000 V/C
#168 Woodcreek Oaks Blvd & Northpar	A	xxxxx	0.140	A	xxxxx	0.140	+ 0.000 V/C
#169 Woodcreek Oaks Blvd & Parkside	B	xxxxx	0.644	B	xxxxx	0.644	+ 0.000 V/C
#170 Industrial Ave & Alantown Dr	C	xxxxx	0.755	C	xxxxx	0.755	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#171 Roseville Pkwy & Gibson West	D	xxxxx	0.863	D	xxxxx	0.863	+ 0.000 V/C
#172 Washington Blvd & All America	A	xxxxx	0.574	A	xxxxx	0.574	+ 0.000 V/C
#173 Cirby & Cottonwood	A	xxxxx	0.430	A	xxxxx	0.430	+ 0.000 V/C
#174 Secret Ravine & Alexandra	A	xxxxx	0.230	A	xxxxx	0.230	+ 0.000 V/C
#175 Fiddyment Rd & Fiddyment Ranch	D	xxxxx	0.809	D	xxxxx	0.809	+ 0.000 V/C
#176 Douglas Bl & I-80 EB On	C	xxxxx	0.731	C	xxxxx	0.731	+ 0.000 V/C
#177 Watt Ave & Pleasant Grove	F	xxxxx	1.154	F	xxxxx	1.154	+ 0.000 V/C
#178 Watt Ave & Road A	A	xxxxx	0.525	A	xxxxx	0.525	+ 0.000 V/C
#179 Watt Ave & Road B	D	xxxxx	0.896	D	xxxxx	0.896	+ 0.000 V/C
#180 Watt Ave & Baseline Rd	D	xxxxx	0.844	D	xxxxx	0.844	+ 0.000 V/C
#181 West Side Dr & Road A	B	xxxxx	0.656	B	xxxxx	0.656	+ 0.000 V/C
#182 West Side Dr & Road B	D	xxxxx	0.807	D	xxxxx	0.807	+ 0.000 V/C
#183 West Side Dr & Baseline Rd	C	xxxxx	0.771	C	xxxxx	0.771	+ 0.000 V/C
#184 Market St & Road B	A	xxxxx	0.419	A	xxxxx	0.419	+ 0.000 V/C
#185 Market St & Baseline Rd	C	xxxxx	0.726	C	xxxxx	0.726	+ 0.000 V/C
#186 Pleasant Grove Blvd & Upland D	A	xxxxx	0.543	A	xxxxx	0.543	+ 0.000 V/C
#187 Upland Dr & Road B	A	xxxxx	0.442	A	xxxxx	0.442	+ 0.000 V/C
#188 Upland Dr & Baseline Rd	A	xxxxx	0.592	A	xxxxx	0.592	+ 0.000 V/C
#189 Baseline Rd & CMU3 Entrance	B	xxxxx	0.651	B	xxxxx	0.651	+ 0.000 V/C
#190 West Side Dr & SV EW Coll	A	xxxxx	0.557	A	xxxxx	0.557	+ 0.000 V/C
#191 Road B & SV NS Coll 3	A	xxxxx	0.310	A	xxxxx	0.310	+ 0.000 V/C
#192 Road B & SV NS Coll 5	A	xxxxx	0.336	A	xxxxx	0.336	+ 0.000 V/C
#193 Watt Ave & SV CC5 CC6	A	xxxxx	0.504	A	xxxxx	0.504	+ 0.000 V/C
#194 Watt Ave & SV EW Coll	B	xxxxx	0.631	B	xxxxx	0.631	+ 0.000 V/C
#195 Road B & SV NS Coll 2	A	xxxxx	0.287	A	xxxxx	0.287	+ 0.000 V/C

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Intersection	Base LOS	Del/ Veh	V/ C	Future LOS	Del/ Veh	V/ C	Change in
#196 West Side Dr & SV EW Coll	A	xxxxx	0.428	A	xxxxx	0.428	+ 0.000 V/C
#197 Baseline Rd & SV CC2	C	xxxxx	0.711	C	xxxxx	0.711	+ 0.000 V/C
#198 Baseline Rd & SV CCBP2	B	xxxxx	0.630	B	xxxxx	0.630	+ 0.000 V/C
#199 Baseline Rd & SV CC4	C	xxxxx	0.785	C	xxxxx	0.785	+ 0.000 V/C
#200 Watt Ave & Road C	C	xxxxx	0.781	C	xxxxx	0.781	+ 0.000 V/C
#201 West Side Dr & Road C	A	xxxxx	0.446	A	xxxxx	0.446	+ 0.000 V/C
#202 Pleasant Grove Blvd & SV NS Co	A	xxxxx	0.399	A	xxxxx	0.399	+ 0.000 V/C
#203 West Side Dr & Parkway One	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
#204 West Side Dr & Nobo Dr	C	xxxxx	0.738	C	xxxxx	0.738	+ 0.000 V/C
#1001 Riverside Av & Darling Wy	B	xxxxx	0.618	B	xxxxx	0.618	+ 0.000 V/C
#1002 Vernon & Douglas/Riverside	B	xxxxx	0.650	B	xxxxx	0.650	+ 0.000 V/C
#1003 Vernon & Grant	A	xxxxx	0.578	A	xxxxx	0.578	+ 0.000 V/C
#1004 Vernon & Judah	A	xxxxx	0.582	A	xxxxx	0.582	+ 0.000 V/C
#1005 Vernon & Lincoln	E	xxxxx	0.931	E	xxxxx	0.931	+ 0.000 V/C
#1006 Washington & Main	D	xxxxx	0.810	D	xxxxx	0.810	+ 0.000 V/C
#1007 Washington & Oak	B	xxxxx	0.690	B	xxxxx	0.690	+ 0.000 V/C

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1 Atlantic & Tiger/Center

Cycle (sec): 120 Critical Vol./Cap.(X): 0.467
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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	0	1 0	0 1	1 0	1	1 0	1 0	2 0	1
Volume Module:												
Base Vol:	16	1	22	64	4	18	20	1103	40	15	1012	169
Growth Adj:	1.00	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	1	22	64	4	18	20	1103	40	15	1012	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1	22	64	4	18	20	1103	40	15	1012	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1	22	64	4	18	20	1103	40	15	1012	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	22	64	4	18	20	1103	40	15	1012	169
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.04	0.96	0.94	0.06	1.00	1.00	1.93	0.07	1.00	2.00	1.00
Final Sat.:	1450	63	1387	1365	85	1450	1450	2799	101	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.05	0.05	0.01	0.01	0.39	0.39	0.01	0.35	0.12
Crit Volume:			23		68				572	15		
Crit Moves:			****		****				****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #2 Atlantic & Wills

Cycle (sec): 120 Critical Vol./Cap.(X): 0.708
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	90	0	633	0	0	0	0	858	327	258	1270	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	0	633	0	0	0	0	858	327	258	1270	1
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	0	633	0	0	0	0	858	327	258	1270	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	0	633	0	0	0	0	858	327	258	1270	1
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:	90	0	633	0	0	0	0	858	327	258	1270	1
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	1.99	0.01
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	2998	2
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.42	0.00	0.00	0.00	0.00	0.29	0.22	0.17	0.42	0.42
Crit Volume:			633	0				429		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #3 Atlantic St & Yosemite St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.624
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			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:	0	0	0	0	0	1	1	0	2	0	0	1
Volume Module:												
Base Vol:	0	0	0	360	0	193	114	843	0	0	923	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:	0	0	0	360	0	193	114	843	0	0	923	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	360	0	193	114	843	0	0	923	402
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	360	0	193	114	843	0	0	923	402
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	360	0	193	114	843	0	0	923	402
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.13	0.08	0.28	0.00	0.00	0.31	0.27
Crit Volume:				360			114				461	
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #4 Baseline Rd & Fiddyment Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.987
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	192	1042	435	314	1447	123	460	1331	153	763	1869	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	1042	435	314	1447	123	460	1331	153	763	1869	232
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	192	1042	435	314	1447	0	460	1331	153	763	1869	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	1042	435	314	1447	0	460	1331	153	763	1869	232
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:	192	1042	435	314	1447	0	460	1331	153	763	1869	232
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.24	0.30	0.11	0.33	0.00	0.16	0.31	0.11	0.26	0.43	0.16
Crit Volume:	96			482			230			623		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #5 Blue Oaks & Crocker Ranch

Cycle (sec): 100 Critical Vol./Cap.(X): 0.952
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	409	0	119	82	1333	0	0	2809	109
Growth Adj:	1.00	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	409	0	119	82	1333	0	0	2809	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	409	0	119	82	1333	0	0	2809	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	409	0	119	82	1333	0	0	2809	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	409	0	119	82	1333	0	0	2809	109
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.08	0.05	0.30	0.00	0.00	0.62	0.07
Crit Volume:				409			82			936		
Crit Moves:				****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #6 Blue Oaks & Del Webb

Cycle (sec):	120	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ignore			Ovl			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	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	37	0	77	0	0	0	0	1290	44	530	2557	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:	37	0	77	0	0	0	0	1290	44	530	2557	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	37	0	77	0	0	0	0	1290	44	530	2557	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	37	0	77	0	0	0	0	1290	44	530	2557	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	37	0	77	0	0	0	0	1290	44	530	2557	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.05	0.00	0.00	0.00	0.00	0.29	0.03	0.35	0.57	0.00
Crit Volume:	37			0			430			530		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #7 Blue Oaks & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	0.850
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	152	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:	Ignore			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	78	985	487	125	1278	159	148	692	33	437	1441	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	985	487	125	1278	159	148	692	33	437	1441	360
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	78	985	0	125	1278	159	148	692	0	437	1441	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	985	0	125	1278	159	148	692	0	437	1441	360
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	78	985	0	125	1278	159	148	692	0	437	1441	360
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.00	0.04	0.44	0.11	0.05	0.16	0.00	0.15	0.33	0.25
Crit Volume:	39			639			74			480		
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #8 Blue Oaks & New Meadow

Cycle (sec):	100	Critical Vol./Cap.(X):	0.728
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	0	244	0	25	29	2165	0	0	3273	254
Growth Adj:	1.00	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	244	0	25	29	2165	0	0	3273	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	244	0	25	29	2165	0	0	3273	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	244	0	25	29	2165	0	0	3273	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	244	0	25	29	2165	0	0	3273	254
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.02	0.02	0.36	0.00	0.00	0.55	0.17
Crit Volume:		0		244			29				818	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #9 Blue Oaks & Orchard View

Cycle (sec):	100	Critical Vol./Cap.(X):	0.572
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	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 0	0 0	1	0 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	0	0	0	99	0	1	1	1276	1	0	2274	158
Growth Adj:	1.00	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	99	0	1	1	1276	1	0	2274	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	99	0	1	1	1276	1	0	2274	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	99	0	1	1	1276	1	0	2274	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	99	0	1	1	1276	1	0	2274	158
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.00	0.28	0.00	0.00	0.51	0.11
Crit Volume:		0		99			1				758	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #10 Blue Oaks Bl & Diamond Creek Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.976
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Ovl			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 1	0 1	1	1 0	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	84	26	57	203	23	452	94	1473	49	45	2356	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	26	57	203	23	452	94	1473	49	45	2356	263
User Adj:	1.00	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:	84	26	57	203	23	452	94	1473	49	45	2356	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	26	57	203	23	452	94	1473	49	45	2356	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	84	26	57	203	23	452	94	1473	49	45	2356	263
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.80	0.20	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2605	295	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.02	0.04	0.08	0.08	0.31	0.06	0.34	0.03	0.03	0.54	0.18
Crit Volume:	84					452	94				785	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #11 Blue Oaks Bl & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.859
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 162 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ovl			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:	3	0 2	0 1	2	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	843	723	372	470	863	320	146	1626	585	72	2307	281
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	843	723	372	470	863	320	146	1626	585	72	2307	281
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	843	723	0	470	863	320	146	1626	585	72	2307	281
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	843	723	0	470	863	320	146	1626	585	72	2307	281
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	843	723	0	470	863	320	146	1626	585	72	2307	281
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.25	0.00	0.16	0.20	0.22	0.05	0.28	0.40	0.02	0.40	0.19
Crit Volume:		362		235			73				577	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #12 Blue Oaks Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	2	0	1	2	0	4	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	216	489	280	241	816	43	136	1370	257	672	2197	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	489	280	241	816	43	136	1370	257	672	2197	250
User Adj:	1.00	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:	216	489	280	241	816	43	136	1370	257	672	2197	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	489	280	241	816	43	136	1370	257	672	2197	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	489	280	241	816	43	136	1370	257	672	2197	250
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.19	0.08	0.28	0.03	0.05	0.24	0.18	0.23	0.38	0.17
Crit Volume:	108			408			343			336		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #13 Cirby & Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 1.060
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	830	1071	198	258	1510	231	374	831	571	405	673	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	830	1071	198	258	1510	231	374	831	571	405	673	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	830	1071	198	258	1510	231	374	831	571	405	673	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	830	1071	198	258	1510	231	374	831	571	405	673	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	830	1071	198	258	1510	231	374	831	571	405	673	167
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.37	0.14	0.09	0.35	0.16	0.13	0.29	0.39	0.14	0.23	0.12
Crit Volume:	415			503			415			203		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #14 Cirby Wy & Foothills Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 1.114
Loss Time (sec): 9 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				Permitted				Permitted			
Rights:	Ignore				Include				Include				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	2	0 1	2	0	1	0 0	0	0	0	0 0	2	0	0	0 2
Volume Module:																
Base Vol:	0	696	496		2010	643	0		0	0	0		637	0	2410	
Growth Adj:	1.00	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	696	496		2010	643	0		0	0	0		637	0	2410	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	0	696	0		2010	643	0		0	0	0		637	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	696	0		2010	643	0		0	0	0		637	0	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	0	696	0		2010	643	0		0	0	0		637	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	1.00	0.00		0.00	0.00	0.00		2.00	0.00	2.00	
Final Sat.:	0	3000	1500		3000	1500	0		0	0	0		3000	0	3000	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.00		0.67	0.43	0.00		0.00	0.00	0.00		0.21	0.00	0.00	
Crit Volume:		348			1005					0			319			
Crit Moves:		****			****								****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #15 Cirby Wy & Melody Ln

Cycle (sec): 120 Critical Vol./Cap.(X): 0.629
Loss Time (sec): 9 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:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				Include				Include				Include			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0 1	0	0	0	0 0	0	0	2	1 0	2	0	3	0 0
Volume Module:																
Base Vol:	0	0	259		0	0	0		0	2234	9		392	2635	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	259		0	0	0		0	2234	9		392	2635	0	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	0	0		0	0	0		0	2234	9		392	2635	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	0	0		0	0	0		0	2234	9		392	2635	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	0	0		0	0	0		0	2234	9		392	2635	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	0.00	1.00		0.00	0.00	0.00		0.00	2.99	0.01		2.00	3.00	0.00	
Final Sat.:	0	0	1500		0	0	0		0	4482	18		3000	4500	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.50	0.50		0.13	0.59	0.00	
Crit Volume:		0				0					748		196			
Crit Moves:											****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #16 Cirby Wy & Northridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.930
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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! 0	0	0	1	1	0	1	1	0	1
Volume Module:												
Base Vol:	5	1	10	12	1	12	16	2206	10	13	2586	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	1	10	12	1	12	16	2206	10	13	2586	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	1	10	12	1	12	16	2206	10	13	2586	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1	10	12	1	12	16	2206	10	13	2586	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1	10	12	1	12	16	2206	10	13	2586	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.06	0.63	0.92	0.08	1.00	1.00	1.99	0.01	1.00	1.98	0.02
Final Sat.:	453	91	906	1338	112	1450	1450	2887	13	1450	2877	23
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.76	0.76	0.01	0.90	0.90
Crit Volume:		16			13			16				1304
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #17 Cirby Wy & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	0	1! 0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	13	17	52	203	159	176	66	1078	38	187	1150	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	17	52	203	159	176	66	1078	38	187	1150	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:	13	17	52	203	159	176	66	1078	38	187	1150	34
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	17	52	203	159	176	66	1078	38	187	1150	34
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	17	52	203	159	176	66	1078	38	187	1150	34
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.21	0.63	0.56	0.44	1.00	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	238	311	951	841	659	1500	1500	2898	102	1500	2914	86
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.05	0.24	0.24	0.12	0.04	0.37	0.37	0.12	0.39	0.39
Crit Volume:	13				362			558		187		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #18 Cirby Wy & Orlando Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	2	0	1	1	0
Volume Module:												
Base Vol:	49	3	447	5	7	5	49	1700	223	299	1574	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	3	447	5	7	5	49	1700	223	299	1574	3
User Adj:	1.00	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:	49	3	447	5	7	5	49	1700	223	299	1574	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3	447	5	7	5	49	1700	223	299	1574	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	49	3	447	5	7	5	49	1700	223	299	1574	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	0.42	0.58	1.00	1.00	2.00	1.00	2.00	1.99	0.01
Final Sat.:	1366	84	1450	604	846	1450	1450	2900	1450	2900	2894	6
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.31	0.01	0.01	0.00	0.03	0.59	0.15	0.10	0.54	0.54
Crit Volume:			447		12			850			0	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #19 Cirby Wy & Parkview Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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!	0	0	0	1	0	1	0	1	1	0	1	0	1	1	0
Volume Module:												
Base Vol:	23	1	17	26	0	18	31	1041	7	11	1335	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	1	17	26	0	18	31	1041	7	11	1335	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:	23	1	17	26	0	18	31	1041	7	11	1335	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1	17	26	0	18	31	1041	7	11	1335	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:	23	1	17	26	0	18	31	1041	7	11	1335	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.02	0.41	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.96	0.04
Final Sat.:	813	35	601	1450	0	1450	1450	2881	19	1450	2840	60
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.02	0.00	0.01	0.02	0.36	0.36	0.01	0.47	0.47
Crit Volume:			41		26			31			682	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #20 Cirby Wy & Riverside Av

Cycle (sec): 120 Critical Vol./Cap.(X): 1.148
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	1227	446	323	363	772	212	226	1314	1191	83	1361	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1227	446	323	363	772	212	226	1314	1191	83	1361	191
User Adj:	1.00	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:	1227	446	323	363	772	212	226	1314	1191	83	1361	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1227	446	323	363	772	212	226	1314	1191	83	1361	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1227	446	323	363	772	212	226	1314	1191	83	1361	191
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	2.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	2900	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.42	0.15	0.22	0.13	0.18	0.15	0.08	0.30	0.41	0.03	0.47	0.13
Crit Volume:	614			257			113			681		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #21 Cirby Wy & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ignore			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:	0	0	0	0	0	1	1	0	0	1	1	0	1	0	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	741	0	736	575	410	0	0	633	347
Growth Adj:	1.00	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	741	0	736	575	410	0	0	633	347
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	741	0	0	575	410	0	0	633	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	741	0	0	575	410	0	0	633	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	741	0	0	575	410	0	0	633	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.75	1.25	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3000	0	1500	2627	1873	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.25	0.00	0.00	0.22	0.22	0.00	0.00	0.21	0.00
Crit Volume:				0			371			328		
Crit Moves:				****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #22 Cirby Wy & San Simeon Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	112	0	37	0	0	0	0	1670	482	61	1759	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:	112	0	37	0	0	0	0	1670	482	61	1759	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	0	37	0	0	0	0	1670	482	61	1759	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	0	37	0	0	0	0	1670	482	61	1759	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:	112	0	37	0	0	0	0	1670	482	61	1759	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.33	0.67	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3492	1008	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.02	0.00	0.00	0.00	0.00	0.48	0.48	0.04	0.59	0.00
Crit Volume:	112			0			0				880	
Crit Moves:	****						****				****	

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City of Roseville
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Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #23 Cirby Wy & Vernon St

Cycle (sec):	120	Critical Vol./Cap.(X):	1.292
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1	0	1	2	0	1	0	1	2	0
Volume Module:												
Base Vol:	44	107	100	80	83	632	348	2166	24	58	2396	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	107	100	80	83	632	348	2166	24	58	2396	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	107	100	80	83	632	348	2166	24	58	2396	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	107	100	80	83	632	348	2166	24	58	2396	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:	44	107	100	80	83	632	348	2166	24	58	2396	63
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.98	0.02	2.00	2.00	1.00
Final Sat.:	1450	1450	1450	2900	1450	1450	2900	2868	32	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.07	0.03	0.06	0.44	0.12	0.76	0.76	0.02	0.83	0.04
Crit Volume:	44					632	0				1198	
Crit Moves:	****					****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #24 Douglas & Eureka

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			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:	2	0	2 1	0	3	0 2 1	0	2	0 3 0 1		2	0 3 0 1
Volume Module:												
Base Vol:	474	826	22	778	735	59	148	1119	267	63	1227	654
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	826	22	778	735	59	148	1119	267	63	1227	654
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:	474	826	22	778	735	59	148	1119	267	63	1227	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	826	22	778	735	59	148	1119	267	63	1227	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	474	826	22	778	735	59	148	1119	267	63	1227	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.92	0.08	3.00	2.78	0.22	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4237	113	4350	4027	323	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.16	0.19	0.19	0.18	0.18	0.18	0.05	0.26	0.18	0.02	0.28	0.00
Crit Volume:			283	259			74				409	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #25 Douglas & Rocky Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 129 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:	Ovl			Ovl			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1	2	0	3 0 1
Volume Module:												
Base Vol:	294	564	138	286	1056	235	225	1173	190	177	1749	243
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	294	564	138	286	1056	235	225	1173	190	177	1749	243
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	294	564	138	286	1056	235	225	1173	0	177	1749	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	294	564	138	286	1056	235	225	1173	0	177	1749	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	294	564	138	286	1056	235	225	1173	0	177	1749	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.10	0.10	0.24	0.16	0.08	0.27	0.00	0.06	0.40	0.00
Crit Volume:	147				352		113				583	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #26 Douglas & Santa Clara

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Ovl			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 1	0 1	1	1 0	0 1	1	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	91	63	79	129	84	165	132	1501	65	154	2087	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	63	79	129	84	165	132	1501	65	154	2087	87
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:	91	63	79	129	84	165	132	1501	65	154	2087	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	63	79	129	84	165	132	1501	65	154	2087	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	91	63	79	129	84	165	132	1501	65	154	2087	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.21	0.79	1.00	1.00	2.88	0.12	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1756	1144	1450	1450	4169	181	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.05	0.07	0.07	0.11	0.09	0.36	0.36	0.11	0.48	0.00
Crit Volume:	91			107			132			696		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #27 Douglas & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap.(X): 0.691
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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:	Ovl			Ovl			Ovl			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 1!	0 0	1	0 1!	0 0	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	129	62	40	229	65	14	35	1518	140	46	2093	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	62	40	229	65	14	35	1518	140	46	2093	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	129	62	40	229	65	14	35	1518	140	46	2093	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	129	62	40	229	65	14	35	1518	140	46	2093	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	129	62	40	229	65	14	35	1518	140	46	2093	122
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.12	0.54	0.34	1.49	0.42	0.09	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1619	778	502	2156	612	132	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.11	0.11	0.11	0.02	0.35	0.10	0.03	0.48	0.08
Crit Volume:	115			154			35			698		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #28 Douglas & Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.942
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	3	1	0
Volume Module:															
Base Vol:	428	388	241	211	804	619	352	1604	309	161	2048	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	428	388	241	211	804	619	352	1604	309	161	2048	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	428	388	241	211	804	619	352	1604	309	161	2048	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	428	388	241	211	804	619	352	1604	309	161	2048	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	428	388	241	211	804	619	352	1604	309	161	2048	84
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.84	0.16
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5571	229
Capacity Analysis Module:												
Vol/Sat:	0.15	0.13	0.17	0.07	0.18	0.43	0.12	0.37	0.21	0.06	0.37	0.37
Crit Volume:	214					619		0			533	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #29 Douglas & Target

Cycle (sec):	120	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			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	1	0	2	1	0	1	0	2	1	0
Volume Module:															
Base Vol:	150	2	34	104	2	75	43	1494	139	71	2158	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	150	2	34	104	2	75	43	1494	139	71	2158	1
User Adj:	1.00	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:	150	2	34	104	2	75	43	1494	139	71	2158	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	2	34	104	2	75	43	1494	139	71	2158	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	150	2	34	104	2	75	43	1494	139	71	2158	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.06	0.94	1.00	0.03	0.97	1.00	2.74	0.26	1.00	2.99	0.01
Final Sat.:	1450	81	1369	1450	38	1412	1450	3980	370	1450	4348	2
Capacity Analysis Module:												
Vol/Sat:	0.10	0.02	0.02	0.07	0.05	0.05	0.03	0.38	0.38	0.05	0.50	0.50
Crit Volume:	150					104			43			720
Crit Moves:	****					****			****			****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #30 Douglas Bl & E Roseville Pw

Cycle (sec): 120 Critical Vol./Cap.(X): 0.783
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 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:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	3	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	173	691	39	776	863	76	173	1184	410	127	1681	880
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	173	691	39	776	863	76	173	1184	410	127	1681	880
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:	173	691	39	776	863	76	173	1184	410	127	1681	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	173	691	39	776	863	76	173	1184	410	127	1681	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	173	691	39	776	863	76	173	1184	410	127	1681	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.03	0.18	0.20	0.05	0.06	0.27	0.28	0.04	0.39	0.00
Crit Volume:		230		259			87				560	
Crit Moves:		****		****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #31 Douglas Bl & Folsom Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.610
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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			Ovl			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!	0	0	1	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	3	4	9	399	5	68	48	1049	0	11	1075	162
Growth Adj:	1.00	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	4	9	399	5	68	48	1049	0	11	1075	162
User Adj:	1.00	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:	3	4	9	399	5	68	48	1049	0	11	1075	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	4	9	399	5	68	48	1049	0	11	1075	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	4	9	399	5	68	48	1049	0	11	1075	162
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.19	0.25	0.56	1.98	0.02	1.00	1.00	2.00	0.00	1.00	1.74	0.26
Final Sat.:	272	363	816	2864	36	1450	1450	2900	0	1450	2520	380
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.14	0.14	0.05	0.03	0.36	0.00	0.01	0.43	0.43
Crit Volume:		16		202			48					619
Crit Moves:		****		****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #32 Douglas Bl & Harding Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.972
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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 1	0 1	1	1 0	0 1	1	0 1	1 0	1	0 2	0 1
Volume Module:												
Base Vol:	33	28	82	1078	26	263	304	1097	20	67	1041	493
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	28	82	1078	26	263	304	1097	20	67	1041	493
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	28	0	1078	26	263	304	1097	20	67	1041	493
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	28	0	1078	26	263	304	1097	20	67	1041	493
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	28	0	1078	26	263	304	1097	20	67	1041	493
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.95	0.05	1.00	1.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	2832	68	1450	1450	2848	52	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.00	0.38	0.38	0.18	0.21	0.39	0.39	0.05	0.36	0.34
Crit Volume:	33			552			304			521		
Crit Moves:	****			****			****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #33 Douglas Bl & Judah St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.485
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
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:	0	0 1!	0 0	1	0 1!	0 0	0	1 0	1 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	430	0	30	1	495	0	0	496	406
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	430	0	30	1	495	0	0	496	406
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	0	0	0	430	0	30	1	495	0	0	496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	430	0	30	1	495	0	0	496	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	430	0	30	2	495	0	0	496	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	0.00	1.87	0.00	0.13	0.01	1.99	0.00	0.00	1.00	1.00
Final Sat.:	0	1500	0	2804	0	196	12	2988	0	0	1500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.15	0.08	0.17	0.00	0.00	0.33	0.00
Crit Volume:		0				230	1				496	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #34 Douglas Bl & Keehner Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.476
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	35	0	151	0	0	0	0	945	61	176	930	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:	35	0	151	0	0	0	0	945	61	176	930	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	151	0	0	0	0	945	61	176	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	151	0	0	0	0	945	61	176	930	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:	35	0	151	0	0	0	0	945	61	176	930	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.88	0.12	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2818	182	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.10	0.00	0.00	0.00	0.00	0.34	0.34	0.12	0.31	0.00
Crit Volume:	35				0			503		176		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #35 Douglas Bl & Park Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.406
Loss Time (sec): 12 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			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! 0	0	1	0	1	0	0	1	0	0
Volume Module:												
Base Vol:	13	0	10	64	7	16	0	946	20	18	873	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:	13	0	10	64	7	16	0	946	20	18	873	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	0	10	64	7	16	0	946	20	18	873	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	0	10	64	7	16	0	946	20	18	873	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:	13	0	10	64	7	16	0	946	20	18	873	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	0.43	1.00	0.30	0.70	0.00	1.96	0.04	1.00	2.00	0.00
Final Sat.:	820	0	630	1450	441	1009	0	2840	60	1450	2900	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.02	0.04	0.02	0.02	0.00	0.33	0.33	0.01	0.30	0.00
Crit Volume:				23		64		483		18		
Crit Moves:				****	****			****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #36 Douglas Bl & Sierra College Bl

Cycle (sec):	120	Critical Vol./Cap.(X):	0.880
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	539	773	225	238	844	124	166	1701	633	315	1525	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	773	225	238	844	124	166	1701	633	315	1525	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	539	773	225	238	844	124	166	1701	633	315	1525	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	773	225	238	844	124	166	1701	633	315	1525	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	539	773	225	238	844	124	166	1701	633	315	1525	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.16	0.08	0.19	0.09	0.06	0.39	0.44	0.11	0.35	0.00
Crit Volume:	270			281			567			158		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #37 Eureka & Lead Hill

Cycle (sec):	120	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	139	1641	71	138	1423	92	44	177	141	47	249	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	139	1641	71	138	1423	92	44	177	141	47	249	198
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	139	1641	0	138	1423	0	44	177	0	47	249	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1641	0	138	1423	0	44	177	0	47	249	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	139	1641	0	138	1423	0	44	177	0	47	249	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.38	0.00	0.10	0.33	0.00	0.03	0.06	0.00	0.03	0.09	0.00
Crit Volume:	547			138			44			125		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #38 Eureka & N. Sunrise

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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:	Ignore			Ignore			Ignore			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:	3	0	3	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	535	546	214	57	529	209	244	2111	446	176	2497	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	535	546	214	57	529	209	244	2111	446	176	2497	66
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	535	546	0	57	529	0	244	2111	0	176	2497	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	535	546	0	57	529	0	244	2111	0	176	2497	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	535	546	0	57	529	0	244	2111	0	176	2497	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	4350	4350	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.00	0.02	0.12	0.00	0.08	0.49	0.00	0.06	0.43	0.00
Crit Volume:	178				176			704		88		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #39 Eureka & Rocky Ridge

Cycle (sec):	120	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	105	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:	Ignore			Ignore			Ignore			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	3	0	1	1	0	3	0	1	2	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	67	1845		52	171	1644	296	363	363	31	121	334	130
Growth Adj:	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:	67	1845		52	171	1644	296	363	363	31	121	334	130
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	67	1845	0	171	1644	0	363	363	0	121	334	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1845	0	171	1644	0	363	363	0	121	334	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	67	1845	0	171	1644	0	363	363	0	121	334	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.42	0.00	0.12	0.38	0.00	0.13	0.13	0.00	0.08	0.12	0.00
Crit Volume:		615		171			182				167	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #40 Eureka Rd & Ashland Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.481
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Ovl			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:	0	1	0	0	1	0	1	0	1	1	0	1
Volume Module:												
Base Vol:	20	0	39	9	2	2	29	1180	21	47	759	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	0	39	9	2	2	29	1180	21	47	759	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:	20	0	39	9	2	2	29	1180	21	47	759	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	0	39	9	2	2	29	1180	21	47	759	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:	20	0	39	9	2	2	29	1180	21	47	759	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.82	0.18	1.00	1.00	1.97	0.03	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1186	264	1450	1450	2849	51	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.01	0.01	0.00	0.02	0.41	0.41	0.03	0.26	0.02
Crit Volume:			39		11				601	47		
Crit Moves:			****		****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #41 Eureka Rd & Deer Valley Apts

Cycle (sec): 120 Critical Vol./Cap.(X): 0.448
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1	1	0	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	5	1060	34	79	1147	11	11	1	3	11	1	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:	5	1060	34	79	1147	11	11	1	3	11	1	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:	5	1060	34	79	1147	11	11	1	3	11	1	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	1060	34	79	1147	11	11	1	3	11	1	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:	5	1060	34	79	1147	11	11	1	3	11	1	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.98	0.02	1.00	0.25	0.75	0.92	0.08	1.00
Final Sat.:	1450	2810	90	1450	2872	28	1450	363	1088	1329	121	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.05	0.40	0.40	0.01	0.00	0.00	0.01	0.01	0.02
Crit Volume:			547		79			11			12	
Crit Moves:			****	****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #42 Fairway & Central Park/Lowes

Cycle (sec): 120 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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	1	0 0	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	205	8	66	30	11	73	83	1089	123	191	1029	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	205	8	66	30	11	73	83	1089	123	191	1029	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:	205	8	66	30	11	73	83	1089	123	191	1029	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	205	8	66	30	11	73	83	1089	123	191	1029	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:	205	8	66	30	11	73	83	1089	123	191	1029	28
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.92	0.08	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2791	109	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.05	0.02	0.01	0.05	0.06	0.38	0.08	0.13	0.35	0.02
Crit Volume:	107			30				545		191		
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #43 Fairway & Cortina Circle

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 2	0 1	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	82	854	54	30	924	97	171	1	97	12	1	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:	82	854	54	30	924	97	171	1	97	12	1	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	854	54	30	924	97	171	1	97	12	1	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	854	54	30	924	97	171	1	97	12	1	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	854	54	30	924	97	171	1	97	12	1	32
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	1.00	0.03	0.97
Final Sat.:	1450	2900	1450	1450	2900	1450	2883	17	1450	1450	44	1406
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.04	0.02	0.32	0.07	0.06	0.06	0.07	0.01	0.02	0.02
Crit Volume:	82				462				97		33	
Crit Moves:	****				****				****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #44 Fairway & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.520
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Include			Ovl			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	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	501	9	19	68	11	17	19	777	331	32	607	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	501	9	19	68	11	17	19	777	331	32	607	60
User Adj:	1.00	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:	501	9	19	68	11	17	19	777	331	32	607	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	9	19	68	11	17	19	777	331	32	607	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	501	9	19	68	11	17	19	777	331	32	607	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.96	0.04	1.00	0.86	0.14	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2849	51	1450	1248	202	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.01	0.05	0.05	0.01	0.01	0.27	0.23	0.02	0.21	0.04
Crit Volume:		255			79			389		32		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #45 Fairway & Home Depot

Cycle (sec): 120 Critical Vol./Cap.(X): 0.551
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:		Include			Include			Ovl			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:	0	1	0	0	1	0	1	0	0	1	0	1
Volume Module:												
Base Vol:	88	2	39	6	2	90	69	1097	70	51	1101	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	2	39	6	2	90	69	1097	70	51	1101	3
User Adj:	1.00	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:	88	2	39	6	2	90	69	1097	70	51	1101	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	2	39	6	2	90	69	1097	70	51	1101	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	2	39	6	2	90	69	1097	70	51	1101	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.98	0.02	1.00	0.75	0.25	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1418	32	1450	1088	363	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.06	0.03	0.01	0.01	0.06	0.05	0.38	0.05	0.04	0.38	0.00
Crit Volume:		90				90	69				551	
Crit Moves:		****				****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #46 Fairway & Target/Rosehall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.478
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Split Phase				Split Phase				Protected				Protected			
Rights:	Ovl				Include				Ovl				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	1	0	0 1	0	0	1!	0 0	1	0	2	0 1	1	0	2	0 1
Volume Module:																
Base Vol:	134	2	37		27	2	8		31	991	52		92	907	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:	134	2	37		27	2	8		31	991	52		92	907	24	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	134	2	37		27	2	8		31	991	52		92	907	24	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	134	2	37		27	2	8		31	991	52		92	907	24	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	134	2	37		27	2	8		31	991	52		92	907	24	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.97	0.03	1.00		0.73	0.05	0.22		1.00	2.00	1.00		1.00	2.00	1.00	
Final Sat.:	2857	43	1450		1058	78	314		1450	2900	1450		1450	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.05	0.05	0.03		0.03	0.03	0.03		0.02	0.34	0.04		0.06	0.31	0.02	
Crit Volume:	68						37			495			92			
Crit Moves:	****						****			****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #47 Fiddyment & Del Webb/Village Green

Cycle (sec): 120 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 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:	Ovl				Ignore				Ovl				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	2	0 1	1	0	2	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	14	1286	61		49	1295	253		158	38	3		182	300	94	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	14	1286	61		49	1295	253		158	38	3		182	300	94	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	14	1286	61		49	1295	0		158	38	3		182	300	94	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	14	1286	61		49	1295	0		158	38	3		182	300	94	
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:	14	1286	61		49	1295	0		158	38	3		182	300	94	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	2900	1450		1450	2900	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.01	0.44	0.04		0.03	0.45	0.00		0.11	0.03	0.00		0.13	0.21	0.06	
Crit Volume:		643				49			158					300		
Crit Moves:		****				****			****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #48 Fiddyment & Hayden Pkwy North

Cycle (sec): 100 Critical Vol./Cap.(X): 0.676
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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:	Ovl			Ovl			Ovl			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 2.0	0 1	1	0 2.0	0 1	1	0 1.0	1 0 1	1	0 1.0	0 1
Volume Module:												
Base Vol:	66	1104	150	127	1560	387	96	8	27	126	21	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	1104	150	127	1560	387	96	8	27	126	21	97
User Adj:	1.00	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:	66	1104	150	127	1560	387	96	8	27	126	21	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1104	150	127	1560	387	96	8	27	126	21	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	66	1104	150	127	1560	387	96	8	27	126	21	97
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.38	0.10	0.09	0.54	0.27	0.07	0.01	0.02	0.09	0.01	0.07
Crit Volume:	66			780			8			126		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #49 Fiddyment & Hayden Pkwy South

Cycle (sec): 100 Critical Vol./Cap.(X): 0.628
Loss Time (sec): 9 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			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 2.0	0 0	0	0 2.0	0 1	1	0 0.0	0 1	0	0 0.0	0 0
Volume Module:												
Base Vol:	88	1494	0	0	1525	205	59	0	91	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:	88	1494	0	0	1525	205	59	0	91	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1494	0	0	1525	205	59	0	91	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1494	0	0	1525	205	59	0	91	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:	88	1494	0	0	1525	205	59	0	91	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.50	0.00	0.00	0.51	0.14	0.04	0.00	0.06	0.00	0.00	0.00
Crit Volume:	88			763			91		0			
Crit Moves:	****			****			****					

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #50 Foothills & Baseline/Main

Cycle (sec): 120 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ovl				Ovl				Ovl				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:	2	0	3	0 1	1	0	4	0 1	2	0	2	0 1	1	0	3	0 1
Volume Module:																
Base Vol:	1022	1324		65	117	1733		236	317	561		636	66	535		74
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	1022	1324		65	117	1733		236	317	561		636	66	535		74
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	1022	1324		65	117	1733		236	317	561		636	66	535		74
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	1022	1324		65	117	1733		236	317	561		636	66	535		74
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	1022	1324		65	117	1733		236	317	561		636	66	535		74
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	2.00	3.00		1.00	1.00	4.00		1.00	2.00	2.00		1.00	1.00	3.00		1.00
Final Sat.:	2900	4350		1450	1450	5800		1450	2900	2900		1450	1450	4350		1450
Capacity Analysis Module:																
Vol/Sat:	0.35	0.30		0.04	0.08	0.30		0.16	0.11	0.19		0.44	0.05	0.12		0.05
Crit Volume:	511				433				281				66			
Crit Moves:	****				****				****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #51 Foothills & Misty Wood/Nec

Cycle (sec): 120 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				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	2	1 0	1	0	2	1 0	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	17	720		370	23	1905		66	22	7		54	169	2		27
Growth Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Initial Bse:	17	720		370	23	1905		66	22	7		54	169	2		27
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	17	720		370	23	1905		66	22	7		54	169	2		27
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	17	720		370	23	1905		66	22	7		54	169	2		27
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
FinalVolume:	17	720		370	23	1905		66	22	7		54	169	2		27
Saturation Flow Module:																
Sat/Lane:	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450		1450
Adjustment:	1.00	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	2.90		0.10	0.76	0.24		1.00	1.98	0.02		1.00
Final Sat.:	1450	2900		1450	1450	4204		146	1100	350		1450	2866	34		1450
Capacity Analysis Module:																
Vol/Sat:	0.01	0.25		0.26	0.02	0.45		0.45	0.02	0.02		0.04	0.06	0.06		0.02
Crit Volume:	0							657				54	86			
Crit Moves:	****							****				****	****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #52 Foothills Bl & Albertsons Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.661
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	96	1341	59	41	1298	182	540	5	284	158	5	124
Growth Adj:	1.00	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	1341	59	41	1298	182	540	5	284	158	5	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	96	1341	59	41	1298	182	540	5	0	158	5	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1341	59	41	1298	182	540	5	0	158	5	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	96	1341	59	41	1298	182	540	5	0	158	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.98	0.02	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2873	27	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.04	0.03	0.30	0.13	0.19	0.19	0.00	0.11	0.00	0.00
Crit Volume:	96			433			273			158		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #53 Foothills Bl & Atkinson Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.566
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Ignore			Ignore			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:	0	0	3	0	1	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1
Volume Module:												
Base Vol:	0	2498	45	0	2240	0	0	0	0	16	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	2498	45	0	2240	0	0	0	0	16	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2498	45	0	2240	0	0	0	0	16	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2498	45	0	2240	0	0	0	0	16	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2498	45	0	2240	0	0	0	0	16	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.03	0.00	0.50	0.00	0.00	0.00	0.00	0.01	0.00	0.00
Crit Volume:		833		0			0			16		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #54 Foothills Bl & Roseville Pkwy/HP Central

Cycle (sec):	120	Critical Vol./Cap.(X):	0.777
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	102	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:	Ovl			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	3	0	1	0	1
Volume Module:															
Base Vol:	22	563	405	638	1244	3	65	420	200	599	143	780
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	563	405	638	1244	3	65	420	200	599	143	780
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	22	563	405	638	1244	0	65	420	0	599	143	780
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	563	405	638	1244	0	65	420	0	599	143	780
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	22	563	405	638	1244	0	65	420	0	599	143	780
Saturation Flow Module:															
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:															
Vol/Sat:	0.01	0.19	0.28	0.22	0.43	0.00	0.02	0.14	0.00	0.14	0.10	0.54
Crit Volume:	11			622			33					780
Crit Moves:	****			****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #55 Foothills Bl & HP South

Cycle (sec):	120	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Ovl			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	2	0	1	1	0	2	1	0	1	1	0	1	0	1
Volume Module:															
Base Vol:	4	888	38	66	2002	0	15	2	1	138	2	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	888	38	66	2002	0	15	2	1	138	2	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	888	38	66	2002	0	15	2	1	138	2	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	888	38	66	2002	0	15	2	1	138	2	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	888	38	66	2002	0	15	2	1	138	2	187
Saturation Flow Module:															
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	3.00	0.00	1.76	0.24	1.00	1.97	0.03	1.00
Final Sat.:	1500	3000	1500	1500	4500	0	2647	353	1500	2957	43	1500
Capacity Analysis Module:															
Vol/Sat:	0.00	0.30	0.03	0.04	0.44	0.00	0.01	0.01	0.00	0.05	0.05	0.12
Crit Volume:	4			667			9					187
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #56 Foothills Bl & Junction Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 174 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:	Ignore			Ignore			Ovl			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:	2	0	3	0	1	2	0	3	0	1	2	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	326	1301	96	353	1762	275	236	324	85	304	1176	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:	326	1301	96	353	1762	275	236	324	85	304	1176	139
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1301	0	353	1762	0	236	324	85	304	1176	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1301	0	353	1762	0	236	324	85	304	1176	139
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1301	0	353	1762	0	236	324	85	304	1176	139
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.30	0.00	0.12	0.41	0.00	0.08	0.11	0.06	0.10	0.27	0.10
Crit Volume:	163			587			118			392		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #57 Foothills Bl & Mcanally Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 105 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	2	1	0	1	0	2	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	165	1502	93	24	2149	158	100	19	171	65	16	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1502	93	24	2149	158	100	19	171	65	16	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1502	93	24	2149	158	100	19	171	65	16	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1502	93	24	2149	158	100	19	171	65	16	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	165	1502	93	24	2149	158	100	19	171	65	16	31
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.79	0.21	0.84	0.16	1.00	0.80	0.20	1.00
Final Sat.:	1450	4096	254	1450	4052	298	1218	232	1450	1164	286	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.37	0.37	0.02	0.53	0.53	0.08	0.08	0.12	0.06	0.06	0.02
Crit Volume:	165			769			119			81		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #58 Foothills Bl & Pleasant Grove Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.943
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1	3	0 3	0 1
Volume Module:												
Base Vol:	337	715	702	163	1602	441	373	1410	108	704	1834	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	337	715	702	163	1602	441	373	1410	108	704	1834	89
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	337	715	0	163	1602	0	373	1410	0	704	1834	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	715	0	163	1602	0	373	1410	0	704	1834	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	337	715	0	163	1602	0	373	1410	0	704	1834	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	5800	1450	2900	4350	1450	4350	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.00	0.06	0.28	0.00	0.13	0.32	0.00	0.16	0.42	0.00
Crit Volume:	169			401			187			611		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #59 Foothills Blvd & Rand/Pilgrims

Cycle (sec): 120 Critical Vol./Cap.(X): 0.601
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	42	1844	41	31	2133	50	33	0	22	23	0	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:	42	1844	41	31	2133	50	33	0	22	23	0	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	1844	41	31	2133	50	33	0	22	23	0	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	1844	41	31	2133	50	33	0	22	23	0	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	1844	41	31	2133	50	33	0	22	23	0	24
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.93	0.07	1.00	2.93	0.07	0.60	0.00	0.40	0.49	0.00	0.51
Final Sat.:	1450	4255	95	1450	4250	100	870	0	580	710	0	740
Capacity Analysis Module:												
Vol/Sat:	0.03	0.43	0.43	0.02	0.50	0.50	0.04	0.00	0.04	0.03	0.00	0.03
Crit Volume:	42						728		55			47
Crit Moves:	****						****		****			****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #60 Foothills Bl & Vineyard Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 143 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Include			Ovl			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:	2	0	3	0	1	2	0	2	1	0	1	0	2	0	1
Volume Module:												
Base Vol:	376	2365	65	87	2221	98	98	74	139	185	319	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	2365	65	87	2221	98	98	74	139	185	319	125
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	376	2365	0	87	2221	98	98	74	139	185	319	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	2365	0	87	2221	98	98	74	139	185	319	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	376	2365	0	87	2221	98	98	74	139	185	319	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.87	0.13	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4166	184	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.54	0.00	0.03	0.53	0.53	0.07	0.03	0.10	0.06	0.11	0.00
Crit Volume:	188			773			98				160	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #61 Galleria & Antelope Creek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ignore			Ovl			Ignore			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:	2	0	3	0	1	2	0	3	0	1	2	1	1	0	1	2	1	1	0	1
Volume Module:												
Base Vol:	70	1862	151	271	1806	154	251	48	113	271	67	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1862	151	271	1806	154	251	48	113	271	67	250
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	70	1862	0	271	1806	154	251	48	0	271	67	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1862	0	271	1806	154	251	48	0	271	67	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	70	1862	0	271	1806	154	251	48	0	271	67	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	3.00	1.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	4350	1450	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.43	0.00	0.09	0.42	0.11	0.06	0.03	0.00	0.06	0.05	0.00
Crit Volume:		621		136			84			90		
Crit Moves:		****		****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #62 Galleria & Berry

Cycle (sec): 120 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 119 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 2	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	189	1500	1	15	1834	227	64	0	133	2	1	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	1500	1	15	1834	227	64	0	133	2	1	1
User Adj:	1.00	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:	189	1500	1	15	1834	227	64	0	133	2	1	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	1500	1	15	1834	227	64	0	133	2	1	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	189	1500	1	15	1834	227	64	0	133	2	1	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.99	0.01	1.00	2.00	1.00	1.00	0.00	1.00	0.67	0.33	1.00
Final Sat.:	1450	2898	2	1450	2900	1450	1450	0	1450	967	483	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.52	0.52	0.01	0.63	0.16	0.04	0.00	0.09	0.00	0.00	0.00
Crit Volume:	189			917			64			3		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #63 Galleria & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.026
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0 3	0 1	3	0 3	0 1	2	0 4	0 1	2	0 4	0 1
Volume Module:												
Base Vol:	524	880	35	1135	779	366	630	1640	876	264	2004	632
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	524	880	35	1135	779	366	630	1640	876	264	2004	632
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	524	880	0	1135	779	0	630	1640	0	264	2004	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	524	880	0	1135	779	0	630	1640	0	264	2004	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	524	880	0	1135	779	0	630	1640	0	264	2004	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	4350	1450	4350	4350	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.18	0.20	0.00	0.26	0.18	0.00	0.22	0.28	0.00	0.09	0.35	0.00
Crit Volume:		293			378			315			501	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #64 Harding & Wills

Cycle (sec):	120	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	92	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			Ovl			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:	2	0 1	1 0	1	0 2	0 1	2	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	144	1144	4	9	1530	404	470	3	202	14	18	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	144	1144	4	9	1530	404	470	3	202	14	18	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	1144	4	9	1530	404	470	3	202	14	18	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	1144	4	9	1530	404	470	3	202	14	18	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	144	1144	4	9	1530	404	470	3	202	14	18	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	2.00	0.01	0.99	1.00	1.00	1.00
Final Sat.:	2900	2890	10	1450	2900	1450	2900	21	1429	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.40	0.40	0.01	0.53	0.28	0.16	0.14	0.14	0.01	0.01	0.01
Crit Volume:	72			765			235			18		
Crit Moves:	****			****			****			****		

City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #65 Harding Bl & Estates Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 0	0	1 0	0 1
Volume Module:												
Base Vol:	47	850	0	43	1217	303	221	15	60	18	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	850	0	43	1217	303	221	15	60	18	6	62
User Adj:	1.00	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:	47	850	0	43	1217	303	221	15	60	18	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	850	0	43	1217	303	221	15	60	18	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	47	850	0	43	1217	303	221	15	60	18	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.00	1.00	1.60	0.40	1.49	0.10	0.41	0.75	0.25	1.00
Final Sat.:	1450	2900	0	1450	2322	578	2165	147	588	1088	363	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.00	0.03	0.52	0.52	0.10	0.10	0.10	0.02	0.02	0.04
Crit Volume:	47			760			148			62		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #66 Harding Bl & Lead Hill Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.840
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			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:	0	0	2 0 1	2	0	2 0 0	0	0	0 0 0	2	0	0 0 1
Volume Module:												
Base Vol:	0	695	431	929	816	0	0	0	0	729	0	561
Growth Adj:	1.00	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	695	431	929	816	0	0	0	0	729	0	561
User Adj:	1.00	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	695	431	929	816	0	0	0	0	729	0	561
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	695	431	929	816	0	0	0	0	729	0	561
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	695	431	929	816	0	0	0	0	729	0	561
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3000	1500	3000	3000	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.29	0.31	0.27	0.00	0.00	0.00	0.00	0.24	0.00	0.37
Crit Volume:			431	464			0			365		
Crit Moves:			****	****						****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #67 Harding Bl & Roseville Square

Cycle (sec): 120 Critical Vol./Cap.(X): 0.620
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	94	725	39	25	1102	99	121	16	80	98	7	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	725	39	25	1102	99	121	16	80	98	7	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	94	725	39	25	1102	99	121	16	80	98	7	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	94	725	39	25	1102	99	121	16	80	98	7	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	94	725	39	25	1102	99	121	16	80	98	7	45
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.84	0.16	0.88	0.12	1.00	0.93	0.07	1.00
Final Sat.:	1500	2847	153	1500	2753	247	1325	175	1500	1400	100	1500
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.02	0.40	0.40	0.09	0.09	0.05	0.07	0.07	0.03
Crit Volume:	94					601		137		98		
Crit Moves:	****					****		****		****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #68 Junction & Stonecrest/Magenta

Cycle (sec): 120 Critical Vol./Cap.(X): 0.483
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			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	2	0	1	0
Volume Module:												
Base Vol:	5	9	7	149	12	66	26	547	1	2	1070	523
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	9	7	149	12	66	26	547	1	2	1070	523
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	9	7	149	12	66	26	547	1	2	1070	523
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	9	7	149	12	66	26	547	1	2	1070	523
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	9	7	149	12	66	26	547	1	2	1070	523
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.64	1.00	0.93	0.07	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	536	964	1500	1388	112	1500	1500	3000	1500	1500	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.11	0.11	0.04	0.02	0.18	0.00	0.00	0.36	0.35
Crit Volume:		14		149			26				535	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #69 Junction Bl & Americana Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.532
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
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:	0	1	0	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	39	0	72	0	0	0	0	539	34	158	1518	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	0	72	0	0	0	0	539	34	158	1518	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	0	72	0	0	0	0	539	34	158	1518	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	0	72	0	0	0	0	539	34	158	1518	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:	39	0	72	0	0	0	0	539	34	158	1518	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.05	0.00	0.00	0.00	0.00	0.18	0.02	0.11	0.51	0.00
Crit Volume:	39				0			0			759	
Crit Moves:	****						****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #70 Junction Bl & Baseline Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 109 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Ovl			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:	0	0	0	1	0	2	2	0	2	0	2	1
Volume Module:												
Base Vol:	0	0	0	48	0	1108	644	1405	0	0	1381	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	48	0	1108	644	1405	0	0	1381	88
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	48	0	1108	644	1405	0	0	1381	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	48	0	1108	644	1405	0	0	1381	88
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	48	0	1108	644	1405	0	0	1381	88
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	2.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	3000	3000	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.37	0.21	0.47	0.00	0.00	0.46	0.06
Crit Volume:	0					554	0				691	
Crit Moves:						****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #71 Junction Bl & Country Club Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.738
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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	0	1	0	1	0	0	1	0	1	0
Volume Module:												
Base Vol:	170	170	55	41	173	54	32	385	206	69	1235	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	170	170	55	41	173	54	32	385	206	69	1235	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	170	170	55	41	173	54	32	385	206	69	1235	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	170	170	55	41	173	54	32	385	206	69	1235	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	170	170	55	41	173	54	32	385	206	69	1235	47
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.76	0.24	1.00	0.76	0.24	1.00	1.30	0.70	1.00	1.93	0.07
Final Sat.:	1450	1096	354	1450	1105	345	1450	1889	1011	1450	2794	106
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.16	0.03	0.16	0.16	0.02	0.20	0.20	0.05	0.44	0.44
Crit Volume:	170					227	32					641
Crit Moves:	****					****	****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #72 Junction Bl & Park Regency Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.603
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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	1 0	1	0	1 0	1	0	2 0	1	0	2 0 1
Volume Module:												
Base Vol:	6	5	43	41	4	25	43	648	8	117	1572	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:	6	5	43	41	4	25	43	648	8	117	1572	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	5	43	41	4	25	43	648	8	117	1572	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	5	43	41	4	25	43	648	8	117	1572	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	6	5	43	41	4	25	43	648	8	117	1572	56
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.03	0.03	0.00	0.02	0.03	0.22	0.01	0.08	0.54	0.04
Crit Volume:			5			41			43			786
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #73 Junction Bl & Porter Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.623
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 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:	Ovl			Ovl			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	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	40	17	128	10	9	25	36	550	114	172	1572	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	17	128	10	9	25	36	550	114	172	1572	10
User Adj:	1.00	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:	40	17	128	10	9	25	36	550	114	172	1572	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	17	128	10	9	25	36	550	114	172	1572	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	40	17	128	10	9	25	36	550	114	172	1572	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.70	0.30	1.00	0.53	0.47	1.00	1.00	1.66	0.34	1.00	1.99	0.01
Final Sat.:	1018	432	1450	763	687	1450	1450	2402	498	1450	2882	18
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.09	0.01	0.01	0.02	0.02	0.23	0.23	0.12	0.55	0.55
Crit Volume:			57			19			36			791
Crit Moves:		****			****			****			****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #74 Junction Bl & Revere Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.555
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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	0	0	0	0	0	0	1!	0	0	1	0
Volume Module:												
Base Vol:	0	0	0	52	0	11	11	518	0	0	1452	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	52	0	11	11	518	0	0	1452	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	52	0	11	11	518	0	0	1452	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	52	0	11	11	518	0	0	1452	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	52	0	11	11	518	0	0	1452	65
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.83	0.00	0.17	1.00	2.00	0.00	0.00	1.91	0.09
Final Sat.:	0	0	0	1238	0	262	1500	3000	0	0	2871	129
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.04	0.01	0.17	0.00	0.00	0.51	0.51
Crit Volume:	0					63	11				759	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #75 Junction Bl & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 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			Ovl			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	1	1	0	1	0	2	0	1	1	1	0	0	1	0	0	1	0
Volume Module:												
Base Vol:	1066	555	1	3	1083	668	338	2	307	3	4	3
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1066	555	1	3	1083	668	338	2	307	3	4	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	1066	555	1	3	1083	668	338	2	0	3	4	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1066	555	1	3	1083	668	338	2	0	3	4	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	1066	555	1	3	1083	668	338	2	0	3	4	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.99	0.01	1.00	2.00	1.00	1.99	0.01	1.00	1.00	0.57	0.43
Final Sat.:	2900	2895	5	1450	2900	1450	2883	17	1450	1450	829	621
Capacity Analysis Module:												
Vol/Sat:	0.37	0.19	0.19	0.00	0.37	0.46	0.12	0.12	0.00	0.00	0.00	0.00
Crit Volume:	533				542			170				7
Crit Moves:	****				****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #76 Junction Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 78 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	46	117	60	305	306	732	515	273	30	149	1113	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	117	60	305	306	732	515	273	30	149	1113	173
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	46	117	0	305	306	0	515	273	0	149	1113	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	117	0	305	306	0	515	273	0	149	1113	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	46	117	0	305	306	0	515	273	0	149	1113	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.04	0.00	0.11	0.11	0.00	0.18	0.09	0.00	0.05	0.38	0.00
Crit Volume:		59		153			258				557	
Crit Moves:		****		****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #77 Lead Hill Bl & N Sunrise Av

Cycle (sec): 120 Critical Vol./Cap.(X): 0.716
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 80 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	403	580	114	157	728	202	242	729	500	199	704	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	403	580	114	157	728	202	242	729	500	199	704	128
User Adj:	1.00	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:	403	580	114	157	728	202	242	729	500	199	704	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	580	114	157	728	202	242	729	500	199	704	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:	403	580	114	157	728	202	242	729	500	199	704	128
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.14	0.13	0.08	0.05	0.17	0.14	0.17	0.25	0.34	0.14	0.24	0.09
Crit Volume:	202				243		242				352	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #78 Lead Hill Bl & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.677
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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:	Ignore			Include			Ignore			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	2	0	1	1	0	2	1	0	1	0
Volume Module:												
Base Vol:	416	491	134	3	602	102	80	267	579	198	428	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	491	134	3	602	102	80	267	579	198	428	93
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	416	491	0	3	602	102	80	267	0	198	428	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	416	491	0	3	602	102	80	267	0	198	428	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	416	491	0	3	602	102	80	267	0	198	428	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.57	0.43	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	2900	1450	1450	3720	630	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.29	0.17	0.00	0.00	0.16	0.16	0.06	0.09	0.00	0.14	0.15	0.00
Crit Volume:	416					235		134		198		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #79 Lead Hill Bl & Wal-Mart

Cycle (sec): 120 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ovl			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	0	1	0	0	0	0	0	2	0
Volume Module:												
Base Vol:	107	0	54	0	0	0	0	853	126	130	888	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:	107	0	54	0	0	0	0	853	126	130	888	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	0	54	0	0	0	0	853	126	130	888	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	0	54	0	0	0	0	853	126	130	888	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:	107	0	54	0	0	0	0	853	126	130	888	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.04	0.00	0.00	0.00	0.00	0.28	0.08	0.09	0.30	0.00
Crit Volume:	107					0		427		130		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #80 N Sunrise Av & Automall Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.530
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Ovl			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 2	1 0	1	0 3	0 1	1	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	88	664	69	222	707	122	223	14	105	163	20	364
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	664	69	222	707	122	223	14	105	163	20	364
User Adj:	1.00	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:	88	664	69	222	707	122	223	14	105	163	20	364
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	664	69	222	707	122	223	14	105	163	20	364
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	88	664	69	222	707	122	223	14	105	163	20	364
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.72	0.28	1.00	3.00	1.00	1.88	0.12	1.00	0.89	0.11	1.00
Final Sat.:	1450	3941	409	1450	4350	1450	2729	171	1450	1292	158	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.17	0.17	0.15	0.16	0.08	0.08	0.08	0.07	0.13	0.13	0.25
Crit Volume:			244	222			119				183	
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #81 N Sunrise Av & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 3	0 0	0	0 0	0 0	2	0 0	0 1
Volume Module:												
Base Vol:	0	710	47	503	653	0	0	0	0	68	0	244
Growth Adj:	1.00	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	710	47	503	653	0	0	0	0	68	0	244
User Adj:	1.00	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	710	47	503	653	0	0	0	0	68	0	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	710	47	503	653	0	0	0	0	68	0	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	710	47	503	653	0	0	0	0	68	0	244
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	3000	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.03	0.34	0.15	0.00	0.00	0.00	0.00	0.02	0.00	0.16
Crit Volume:		237		503			0					244
Crit Moves:		****		****								****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #82 N. Sunrise & Sierra Gardens

Cycle (sec): 120 Critical Vol./Cap.(X): 0.586
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 3	0 1	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	74	572	75	222	1107	75	86	42	80	153	14	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	572	75	222	1107	75	86	42	80	153	14	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
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:	74	572	75	222	1107	75	86	42	80	153	14	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	572	75	222	1107	75	86	42	80	153	14	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	74	572	75	222	1107	75	86	42	80	153	14	398
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.77	0.23	1.00	3.00	1.00	0.67	0.33	1.00	0.92	0.08	1.00
Final Sat.:	1450	2564	336	1450	4350	1450	974	476	1450	1328	122	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.22	0.22	0.15	0.25	0.05	0.09	0.09	0.06	0.12	0.12	0.27
Crit Volume:			324	0				128				398
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #83 Olympus Dr & Europa St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.230
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	2	1	5	5	1	8	1	589	14	10	242	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	2	1	5	5	1	8	1	589	14	10	242	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	1	5	5	1	8	1	589	14	10	242	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	1	5	5	1	8	1	589	14	10	242	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	2	1	5	5	1	8	1	589	14	10	242	14
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.25	0.12	0.63	0.36	0.07	0.57	1.00	1.95	0.05	1.00	1.89	0.11
Final Sat.:	363	181	906	518	104	829	1450	2833	67	1450	2741	159
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.21	0.21	0.01	0.09	0.09
Crit Volume:			8			14		302		10		
Crit Moves:		****			****		****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #84 PFE & Hilltop

Cycle (sec): 100 Critical Vol./Cap.(X): 0.436
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0 1	0	1	0	1	0	1 0	1	0	1 0
Volume Module:												
Base Vol:	5	0	13	126	0	225	85	325	2	5	573	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	0	13	126	0	225	85	325	2	5	573	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	0	13	126	0	225	85	325	2	5	573	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	0	13	126	0	225	85	325	2	5	573	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	13	126	0	225	85	325	2	5	573	60
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.81	0.19
Final Sat.:	1450	0	1450	1450	0	1450	1450	2882	18	1450	2625	275
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.01	0.09	0.00	0.16	0.06	0.11	0.11	0.00	0.22	0.22
Crit Volume:	5			225		85				317		
Crit Moves:	****			****		****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #85 Pleasant Grove & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.908
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Ovl			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	2	0	2 0 1
Volume Module:												
Base Vol:	683	1401	661	131	834	209	240	556	418	838	451	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	683	1401	661	131	834	209	240	556	418	838	451	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:	683	1401	661	131	834	209	240	556	418	838	451	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	683	1401	661	131	834	209	240	556	418	838	451	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:	683	1401	661	131	834	209	240	556	418	838	451	113
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.24	0.32	0.46	0.05	0.19	0.14	0.08	0.19	0.29	0.29	0.16	0.08
Crit Volume:	342			278			278			419		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #86 Pleasant Grove & Fiddyment

Cycle (sec):	120	Critical Vol./Cap.(X):	1.131
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	3 0 1	2	0	3 0 1	2	0	2 0 1	3	0	1 0 1
Volume Module:												
Base Vol:	553	1234	952	29	1330	94	75	530	302	1175	883	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	553	1234	952	29	1330	94	75	530	302	1175	883	37
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	553	1234	0	29	1330	0	75	530	0	1175	883	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	553	1234	0	29	1330	0	75	530	0	1175	883	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	553	1234	0	29	1330	0	75	530	0	1175	883	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	1.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	2900	1450	4350	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.00	0.01	0.31	0.00	0.03	0.18	0.00	0.27	0.61	0.00
Crit Volume:	277			443			38			883		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #87 Pleasant Grove & Gold Coast/Hallissy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.824
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	129	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:	Ignore			Ignore			Ignore			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	1 0 1	1	0	1 0 1	1	0	3 0 1	1	0	3 0 1
Volume Module:												
Base Vol:	312	27	23	64	9	19	5	2305	11	105	2187	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	27	23	64	9	19	5	2305	11	105	2187	78
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	312	27	0	64	9	0	5	2305	0	105	2187	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	27	0	64	9	0	5	2305	0	105	2187	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	312	27	0	64	9	0	5	2305	0	105	2187	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.22	0.02	0.00	0.04	0.01	0.00	0.00	0.53	0.00	0.07	0.50	0.00
Crit Volume:	312			9			768			105		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #88 Pleasant Grove & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.491
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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	3	0	1	1	0	3	0	1	1	0	1	1	0	2	0	0	1	0
Volume Module:												
Base Vol:	73	1282	277	107	784	24	14	14	35	285	26	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1282	277	107	784	24	14	14	35	285	26	80
User Adj:	1.00	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:	73	1282	277	107	784	24	14	14	35	285	26	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1282	277	107	784	24	14	14	35	285	26	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	73	1282	277	107	784	24	14	14	35	285	26	80
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.25	0.75
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	2900	356	1094
Capacity Analysis Module:												
Vol/Sat:	0.05	0.29	0.19	0.07	0.18	0.02	0.01	0.01	0.02	0.10	0.07	0.07
Crit Volume:		427		107					35	143		
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #89 Pleasant Grove & Market

Cycle (sec): 100 Critical Vol./Cap.(X): 0.718
Loss Time (sec): 12 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:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	11	119	160	82	380	133	60	669	21	150	1179	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:	11	119	160	82	380	133	60	669	21	150	1179	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	11	119	160	82	380	133	60	669	21	150	1179	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	119	160	82	380	133	60	669	21	150	1179	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	119	160	82	380	133	60	669	21	150	1179	38
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.08	0.11	0.06	0.26	0.09	0.04	0.23	0.01	0.10	0.41	0.03
Crit Volume:	11				380			60			590	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #90 Pleasant Grove & Michener

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	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:	0	0	0	0	0	1	1	0	2	0	1	0
Volume Module:												
Base Vol:	0	0	0	25	0	47	59	1516	0	0	2123	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	47	59	1516	0	0	2123	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	25	0	47	59	1516	0	0	2123	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	25	0	47	59	1516	0	0	2123	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	25	0	47	59	1516	0	0	2123	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.02	0.00	0.03	0.04	0.51	0.00	0.00	0.71	0.00
Crit Volume:	0					47	59				1062	
Crit Moves:						****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #91 Pleasant Grove & Monument

Cycle (sec):	100	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	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:	Ovl			Ovl			Ovl			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	1	0	1	1	0	1	0	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	10	18	17	31	67	43	21	893	48	58	1296	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	18	17	31	67	43	21	893	48	58	1296	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	18	17	31	67	43	21	893	48	58	1296	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	18	17	31	67	43	21	893	48	58	1296	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	18	17	31	67	43	21	893	48	58	1296	17
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.05	0.03	0.01	0.31	0.03	0.04	0.45	0.01
Crit Volume:	10					67		21			648	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #92 Pleasant Grove & Rose Creek

Cycle (sec): 100 Critical Vol./Cap.(X): 0.784
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 Level Of Service: C

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	0	0	0	1! 0	0	1	0	2	0	0	1	1	0
Volume Module:																
Base Vol:	0	0	0	55	0	24	12	1517	0	0	2098	73				
Growth Adj:	1.00	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	55	0	24	12	1517	0	0	2098	73				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	0	0	0	55	0	24	12	1517	0	0	2098	73				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	0	0	0	55	0	24	12	1517	0	0	2098	73				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	0	0	0	55	0	24	12	1517	0	0	2098	73				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	0.00	0.00	0.00	0.70	0.00	0.30	1.00	2.00	0.00	0.00	1.93	0.07				
Final Sat.:	0	0	0	1044	0	456	1500	3000	0	0	2899	101				
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.05	0.01	0.51	0.00	0.00	0.72	0.72				
Crit Volume:	0					79	12					1086				
Crit Moves:						****	****					****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #93 Pleasant Grove & Roseville Pkwy

Cycle (sec): 120 Critical Vol./Cap.(X): 1.198
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Ignore				Ignore				Ignore				Ignore			
Min. Green:	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	3	0	2	0	1	2	0	3	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:																
Base Vol:	564	1054	1020	469	1208	57	44	1640	727	858	1811	201				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	564	1054	1020	469	1208	57	44	1640	727	858	1811	201				
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
PHF Volume:	564	1054	0	469	1208	0	44	1640	0	858	1811	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	564	1054	0	469	1208	0	44	1640	0	858	1811	0				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00				
FinalVolume:	564	1054	0	469	1208	0	44	1640	0	858	1811	0				
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	3.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00				
Final Sat.:	4350	2900	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450				
Capacity Analysis Module:																
Vol/Sat:	0.13	0.36	0.00	0.16	0.28	0.00	0.02	0.38	0.00	0.30	0.42	0.00				
Crit Volume:		527		235				547		429						
Crit Moves:		****		****				****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #94 Pleasant Grove & Sun City

Cycle (sec):	120	Critical Vol./Cap.(X):	0.711
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	1	0	1	1	2	0	0	2	1
Volume Module:												
Base Vol:	0	0	0	107	0	6	11	1419	0	0	1898	230
Growth Adj:	1.00	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	107	0	6	11	1419	0	0	1898	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	107	0	6	11	1419	0	0	1898	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	107	0	6	11	1419	0	0	1898	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	107	0	6	11	1419	0	0	1898	230
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	0	3000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.01	0.47	0.00	0.00	0.63	0.15
Crit Volume:		0		107			11				949	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #95 Pleasant Grove & Wal-Mart/Highland Pointe

Cycle (sec):	120	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	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:	Ignore			Ignore			Ignore			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:	2	0	3	1	0	2	0	3	0	1	2	0
Volume Module:												
Base Vol:	321	2720		31		90	2224		308	503	5	401
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Initial Bse:	321	2720		31		90	2224		308	503	5	401
User Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
PHF Volume:	321	2720		0		90	2224		0	503	5	0
Reduct Vol:	0	0		0		0	0		0	0	0	0
Reduced Vol:	321	2720		0		90	2224		0	503	5	0
PCE Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00		0.00		1.00	1.00		0.00	1.00	1.00	0.00
FinalVolume:	321	2720		0		90	2224		0	503	5	0
Saturation Flow Module:												
Sat/Lane:	1450	1450		1450		1450	1450		1450	1450	1450	1450
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00	1.00	1.00	1.00
Lanes:	2.00	4.00		0.00		2.00	3.00		1.00	1.00	2.00	1.00
Final Sat.:	2900	5800		0		2900	4350		1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.47		0.00		0.03	0.51		0.00	0.17	0.00	0.00
Crit Volume:	161						741			252		
Crit Moves:	****						****			****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #96 Pleasant Grove & Washington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.869
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	173	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:	Ignore			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	202	584	344	114	1116	123	170	1843	161	344	2222	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	202	584	344	114	1116	123	170	1843	161	344	2222	187
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	202	584	0	114	1116	123	170	1843	161	344	2222	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	584	0	114	1116	123	170	1843	161	344	2222	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	202	584	0	114	1116	123	170	1843	161	344	2222	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.00	0.04	0.26	0.08	0.06	0.42	0.11	0.12	0.38	0.00
Crit Volume:	101				372			614		172		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #97 Pleasant Grove Bl & Country Club Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	9	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:	Permitted			Permitted			Protected			Protected		
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	0	0	1	0	0	0	0	0	0	2	1	0	1	0	3	0	0
Volume Module:												
Base Vol:	7	0	218	0	0	0	0	1891	202	236	2397	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:	7	0	218	0	0	0	0	1891	202	236	2397	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	0	218	0	0	0	0	1891	202	236	2397	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	0	218	0	0	0	0	1891	202	236	2397	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:	7	0	218	0	0	0	0	1891	202	236	2397	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.71	0.29	1.00	3.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	4066	434	1500	4500	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.47	0.47	0.16	0.53	0.00
Crit Volume:	7				0			698		236		
Crit Moves:	****							****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #98 Pleasant Grove Bl & Woodcreek Oaks Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.942
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	3	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	320	579	378	431	1091	194	139	1368	176	353	1773	239
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	320	579	378	431	1091	194	139	1368	176	353	1773	239
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	320	579	0	431	1091	0	139	1368	0	353	1773	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	579	0	431	1091	0	139	1368	0	353	1773	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	320	579	0	431	1091	0	139	1368	0	353	1773	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.00	0.15	0.38	0.00	0.05	0.31	0.00	0.12	0.41	0.00
Crit Volume:	160			546			70			591		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #99 Rocky Ridge Dr & Maidu Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.606
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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	1	1	0	1	0	1	1	0	0	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	3	839	96	76	1581	14	12	8	5	52	6	62
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	839	96	76	1581	14	12	8	5	52	6	62
User Adj:	1.00	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:	3	839	96	76	1581	14	12	8	5	52	6	62
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	839	96	76	1581	14	12	8	5	52	6	62
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	839	96	76	1581	14	12	8	5	52	6	62
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.79	0.21	1.00	1.98	0.02	0.60	0.40	1.00	0.90	0.10	1.00
Final Sat.:	1450	2602	298	1450	2875	25	870	580	1450	1300	150	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.05	0.55	0.55	0.01	0.01	0.00	0.04	0.04	0.04
Crit Volume:	3			798			20			58		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #100 Rocky Ridge Dr & Mclaren Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.497
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 1	0	1	0 2	0	0	0 0	1	0	0 1
Volume Module:												
Base Vol:	0	845	87	185	1471	0	0	0	0	10	0	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	845	87	185	1471	0	0	0	0	10	0	102
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	845	87	185	1471	0	0	0	0	10	0	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	845	87	185	1471	0	0	0	0	10	0	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	845	87	185	1471	0	0	0	0	10	0	102
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.81	0.19	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2720	280	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.12	0.49	0.00	0.00	0.00	0.00	0.01	0.00	0.07
Crit Volume:	0			736			0			10		
Crit Moves:	****			****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #101 Rocky Ridge Dr & Professional Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ignore			Ovl			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	1 1 0	1	0	2 0 1	0	1	0 0 1	0	1	0 0 1
Volume Module:												
Base Vol:	51	833	42	48	1348	29	6	21	127	152	23	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	51	833	42	48	1348	29	6	21	127	152	23	145
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	51	833	42	48	1348	0	6	21	127	152	23	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	833	42	48	1348	0	6	21	127	152	23	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	51	833	42	48	1348	0	6	21	127	152	23	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.90	0.10	1.00	2.00	1.00	0.22	0.78	1.00	0.87	0.13	1.00
Final Sat.:	1450	2761	139	1450	2900	1450	322	1128	1450	1259	191	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.30	0.03	0.46	0.00	0.02	0.02	0.09	0.12	0.12	0.00
Crit Volume:	0			674					127		175	
Crit Moves:	****			****					****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #102 Rocky Ridge Dr & Stone Point Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.307
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	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	4.0	4.0	4.0	4.0
Lanes:	0	0	0	0	1	0	0	1	1	0	2	0	1	0	2	1
Volume Module:																
Base Vol:	0	0	0	0	304	0	30	0	26	249	0	0	1	262	62	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	0	304	0	30	0	26	249	0	0	1	262	62	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	304	0	30	0	26	249	0	0	1	262	62	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	304	0	30	0	26	249	0	0	1	262	62	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	304	0	30	0	26	249	0	0	1	262	62	0
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	0	0	0	1500	0	1500	1500	3000	0	1500	3000	1500	1500	3000	1500	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.00	0.00	0.20	0.00	0.02	0.02	0.08	0.00	0.00	0.09	0.04				
Crit Volume:			0			304			26					131		
Crit Moves:				****				****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #103 Roseville Parkway & Chase

Cycle (sec): 100 Critical Vol./Cap.(X): 0.868
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 173 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	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	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	3	0	1	1	0	3	0	0
Volume Module:																
Base Vol:	58	0	85	0	0	0	0	2321	184	444	1912	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:	58	0	85	0	0	0	0	2321	184	444	1912	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	58	0	85	0	0	0	0	2321	184	444	1912	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	58	0	85	0	0	0	0	2321	184	444	1912	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:	58	0	85	0	0	0	0	2321	184	444	1912	0				
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500				
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	3.00	1.00	1.00	3.00	0.00				
Final Sat.:	1500	0	1500	0	0	0	0	4500	1500	1500	4500	0				
Capacity Analysis Module:																
Vol/Sat:	0.04	0.00	0.06	0.00	0.00	0.00	0.00	0.52	0.12	0.30	0.42	0.00				
Crit Volume:			85		0			774		444						
Crit Moves:			****					****		****						

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #104 Roseville Parkway & Creekside Ridge

Cycle (sec): 120 Critical Vol./Cap.(X): 0.836
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 139 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:	Ovl			Ovl			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	1	0	0	1	1	1	0	0	1	0	3	0	1	1	0	3	0	1
Volume Module:																			
Base Vol:	16	3	9	166	5	353	96	2720		8	39	2358	297
Growth Adj:	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:	16	3	9	166	5	353	96	2720		8	39	2358	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	3	9	166	5	353	96	2720		8	39	2358	297
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0	0
Reduced Vol:	16	3	9	166	5	353	96	2720		8	39	2358	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	3	9	166	5	353	96	2720		8	39	2358	297
Saturation Flow Module:																			
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.68	0.32	1.00	1.94	0.06	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	2442	458	1450	2815	85	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:																			
Vol/Sat:	0.01	0.01	0.01	0.06	0.06	0.24	0.07	0.63	0.01	0.03	0.54	0.20
Crit Volume:	10			353		907		39				
Crit Moves:	****			****		****		****				

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #105 Roseville Parkway & Gibson

Cycle (sec): 120 Critical Vol./Cap.(X): 0.833
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 112 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ovl			Ovl			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:	0	1	0	0	1	2	1	0	0	1	1	0	3	0	1	1	0	3	0	1
Volume Module:																			
Base Vol:	5	2	11	1073	3	325	212	2179		3	15	2005	660
Growth Adj:	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:	5	2	11	1073	3	325	212	2179		3	15	2005	660
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	2	11	1073	3	325	212	2179		3	15	2005	660
Reduct Vol:	0	0	0	0	0	0	0	0		0	0	0	0
Reduced Vol:	5	2	11	1073	3	325	212	2179		3	15	2005	660
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	5	2	11	1073	3	325	212	2179		3	15	2005	660
Saturation Flow Module:																			
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	0.29	1.00	2.99	0.01	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1071	429	1500	4487	13	1500	1500	4500	1500	1500	4500	1500
Capacity Analysis Module:																			
Vol/Sat:	0.00	0.00	0.01	0.24	0.24	0.22	0.14	0.48	0.00	0.01	0.45	0.44
Crit Volume:			11	359		212				668		
Crit Moves:			****	****		****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #106 Roseville Parkway & N. Sunrise

Cycle (sec): 120 Critical Vol./Cap.(X): 0.949
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			Ovl			Ignore			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:	2	1	0	0	1	1	0	2	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	646	86	274	35	160	257	84	2391	695	239	2519	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	646	86	274	35	160	257	84	2391	695	239	2519	29
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	646	86	0	35	160	257	84	2391	0	239	2519	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	86	0	35	160	257	84	2391	0	239	2519	29
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	646	86	0	35	160	257	84	2391	0	239	2519	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.65	0.35	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3839	511	1450	1450	2900	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.17	0.00	0.02	0.06	0.18	0.03	0.55	0.00	0.08	0.58	0.02
Crit Volume:	244					257		797		120		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #107 Roseville Parkway & Reserve

Cycle (sec): 120 Critical Vol./Cap.(X): 0.798
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 113 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ignore			Ignore			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	1	0	0	1	1	1	0	0	1	2	0	4	0	1
Volume Module:												
Base Vol:	212	84	266	10	170	80	35	2895	164	231	2254	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	84	266	10	170	80	35	2895	164	231	2254	91
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	212	84	0	10	170	0	35	2895	0	231	2254	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	84	0	10	170	0	35	2895	0	231	2254	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	212	84	0	10	170	0	35	2895	0	231	2254	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.43	0.57	1.00	1.00	1.00	1.00	2.00	4.00	1.00	2.00	4.00	1.00
Final Sat.:	2077	823	1450	1450	1450	1450	2900	5800	1450	2900	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.00	0.01	0.12	0.00	0.01	0.50	0.00	0.08	0.39	0.00
Crit Volume:		148			170			724		116		
Crit Moves:		****			****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #108 Roseville Parkway & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 9 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:	Split Phase			Split Phase			Protected			Protected		
Rights:		Ovl			Ovl			Ovl			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 1	0 1	1	1 0	0 2	2	0 2	1 0	1	0 3	0 1
Volume Module:												
Base Vol:	2	0	0	113	0	447	671	1827	2	7	2172	133
Growth Adj:	1.00	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	0	0	113	0	447	671	1827	2	7	2172	133
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	0	0	113	0	447	671	1827	2	7	2172	133
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	0	0	113	0	447	671	1827	2	7	2172	133
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	113	0	447	671	1827	2	7	2172	133
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.00	2.00	2.00	2.99	0.01	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	2900	0	2900	2900	4345	5	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.23	0.42	0.42	0.00	0.50	0.09
Crit Volume:	2			57			336				724	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #109 Roseville Parkway & Taylor

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 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:		Ovl			Ovl			Ovl			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:	2	0 3	0 1	2	0 3	0 1	2	0 4	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	322	310	159	503	356	141	211	2399	276	290	2228	754
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	310	159	503	356	141	211	2399	276	290	2228	754
User Adj:	1.00	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:	322	310	159	503	356	141	211	2399	276	290	2228	754
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	310	159	503	356	141	211	2399	276	290	2228	754
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	322	310	159	503	356	141	211	2399	276	290	2228	754
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	5800	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.07	0.11	0.17	0.08	0.10	0.07	0.41	0.19	0.10	0.51	0.52
Crit Volume:		103			252			106			743	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #110 Roseville Parkway & West Mall

Cycle (sec): 120 Critical Vol./Cap.(X): 0.594
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			Ignore			Ignore			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:	0	1	0	0	1	1	1	0	0	1	2	0
Volume Module:												
Base Vol:	19	1	27	90	2	177	209	3053	43	32	2457	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	27	90	2	177	209	3053	43	32	2457	83
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	19	1	0	90	2	0	209	3053	0	32	2457	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	1	0	90	2	0	209	3053	0	32	2457	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	19	1	0	90	2	0	209	3053	0	32	2457	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.95	0.05	1.00	1.96	0.04	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1378	73	1450	2837	63	1450	2900	5800	1450	1450	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.03	0.03	0.00	0.07	0.53	0.00	0.02	0.42	0.00
Crit Volume:		20			46			763			32	
Crit Moves:	****			****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #111 Roseville Pw & Alexandra Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.616
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			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:	0	0	3	0	1	1	0	3	0	0	0	0
Volume Module:												
Base Vol:	0	2185	158	121	1754	0	0	0	0	75	0	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2185	158	121	1754	0	0	0	0	75	0	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2185	158	121	1754	0	0	0	0	75	0	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2185	158	121	1754	0	0	0	0	75	0	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2185	158	121	1754	0	0	0	0	75	0	83
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.11	0.08	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.06
Crit Volume:		728			121			0			75	
Crit Moves:		****			****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #112 Roseville Pw & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.747
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 90 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:	Ovl			Ovl			Ovl			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:	2	0	2	0	1	2	0	3	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	550	534	82	520	869	37	39	661	469	188	497	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	550	534	82	520	869	37	39	661	469	188	497	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	550	534	82	520	869	37	39	661	469	188	497	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	550	534	82	520	869	37	39	661	469	188	497	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:	550	534	82	520	869	37	39	661	469	188	497	131
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.19	0.18	0.06	0.18	0.20	0.03	0.03	0.23	0.32	0.13	0.17	0.09
Crit Volume:	275				290			331		188		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #113 Roseville Pw & Lead Hill/Orvietto

Cycle (sec): 120 Critical Vol./Cap.(X): 0.678
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 71 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			Ovl			Ignore			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	3	0	1	1	0	3	0	1	1	1	0	0	1	1	0	0	1	0
Volume Module:												
Base Vol:	245	1750	8	11	1882	58	146	27	277	5	13	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:	245	1750	8	11	1882	58	146	27	277	5	13	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	245	1750	8	11	1882	58	146	27	0	5	13	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1750	8	11	1882	58	146	27	0	5	13	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	245	1750	8	11	1882	58	146	27	0	5	13	11
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.69	0.31	1.00	1.00	0.54	0.46
Final Sat.:	1450	4350	1450	1450	4350	1450	2447	453	1450	1450	785	665
Capacity Analysis Module:												
Vol/Sat:	0.17	0.40	0.01	0.01	0.43	0.04	0.06	0.06	0.00	0.00	0.02	0.02
Crit Volume:	245				627		87					24
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #114 Roseville Pw & N Cirby Wy

Cycle (sec): 120 Critical Vol./Cap.(X): 0.510
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	58	0	56	0	0	0	0	1201	156	107	1047	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:	58	0	56	0	0	0	0	1201	156	107	1047	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	0	56	0	0	0	0	1201	156	107	1047	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	0	56	0	0	0	0	1201	156	107	1047	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:	58	0	56	0	0	0	0	1201	156	107	1047	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.40	0.10	0.07	0.35	0.00
Crit Volume:	58			0			601			107		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #115 Roseville Pw & Olympus Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.671
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 69 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:	Ignore			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	3	0	1	2	0	2	1	0	1	0
Volume Module:												
Base Vol:	29	1578	159	305	1890	4	103	260	128	34	23	201
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	1578	159	305	1890	4	103	260	128	34	23	201
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1578	0	305	1890	4	103	260	128	34	23	201
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1578	0	305	1890	4	103	260	128	34	23	201
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1578	0	305	1890	4	103	260	128	34	23	201
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	2.00	2.99	0.01	1.00	1.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	2900	4341	9	1450	1450	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.00	0.11	0.44	0.44	0.07	0.18	0.09	0.02	0.01	0.14
Crit Volume:		526		153				260		34		
Crit Moves:		****		****				****		****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #116 Roseville Pw & Rocky Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.641
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ovl				Ovl				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	2	0	3	0 0	0	0	3	0 1	2	0	0	0 1	0	0	0	0 0
Volume Module:																
Base Vol:	118	1944	0		0	1586	243		365	0	372		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:	118	1944	0		0	1586	243		365	0	372		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	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:	118	1944	0		0	1586	243		365	0	372		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	118	1944	0		0	1586	243		365	0	372		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:	118	1944	0		0	1586	243		365	0	372		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3000	4500	0		0	4500	1500		3000	0	1500		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.04	0.43	0.00		0.00	0.35	0.16		0.12	0.00	0.25		0.00	0.00	0.00	
Crit Volume:		648			0						372		0			
Crit Moves:		****			****						****					

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Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #117 Roseville Pw & Sierra College Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 134 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:	Ignore				Ignore				Ignore				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:	2	0	3	0 1	2	0	3	0 1	2	0	2	0 1	2	0	2	0 1
Volume Module:																
Base Vol:	832	1261	30		243	1702	83		112	395	743		44	213	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:	832	1261	30		243	1702	83		112	395	743		44	213	70	
User Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	832	1261	0		243	1702	0		112	395	0		44	213	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	832	1261	0		243	1702	0		112	395	0		44	213	0	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	832	1261	0		243	1702	0		112	395	0		44	213	0	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	1.00		2.00	3.00	1.00		2.00	2.00	1.00		2.00	2.00	1.00	
Final Sat.:	2900	4350	1450		2900	4350	1450		2900	2900	1450		2900	2900	1450	
Capacity Analysis Module:																
Vol/Sat:	0.29	0.29	0.00		0.08	0.39	0.00		0.04	0.14	0.00		0.02	0.07	0.00	
Crit Volume:	416					567				198			22			
Crit Moves:	****					****				****			****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #118 Roseville Pw & Trestle Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2.0	0 1	0 1.0	0 0	1	0	0 1!0	0
Volume Module:												
Base Vol:	105	1174	15	5	1520	8	4	6	101	29	8	1
Growth Adj:	1.00	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	1174	15	5	1520	8	4	6	101	29	8	1
User Adj:	1.00	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:	105	1174	15	5	1520	8	4	6	101	29	8	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	1174	15	5	1520	8	4	6	101	29	8	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	105	1174	15	5	1520	8	4	6	101	29	8	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.40	0.60	1.00	0.76	0.21	0.03
Final Sat.:	1450	2900	1450	1450	2900	1450	580	870	1450	1107	305	38
Capacity Analysis Module:												
Vol/Sat:	0.07	0.40	0.01	0.00	0.52	0.01	0.01	0.01	0.07	0.03	0.03	0.03
Crit Volume:	105				760				101			38
Crit Moves:	****				****				****			****

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #119 Roseville Pw & Village/Slate Creek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.542
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1.0	1 0	1	0 1.0	1 0	0 1.0	0 0	1	0	1 0.0	1
Volume Module:												
Base Vol:	114	803	33	28	1230	24	23	3	81	16	3	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	803	33	28	1230	24	23	3	81	16	3	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	803	33	28	1230	24	23	3	81	16	3	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	803	33	28	1230	24	23	3	81	16	3	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	114	803	33	28	1230	24	23	3	81	16	3	18
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.92	0.08	1.00	1.96	0.04	0.88	0.12	1.00	0.84	0.16	1.00
Final Sat.:	1450	2786	114	1450	2844	56	1283	167	1450	1221	229	1450
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.02	0.43	0.43	0.02	0.02	0.06	0.01	0.01	0.01
Crit Volume:	114					627		26			19	
Crit Moves:	****					****		****			****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #120 Roseville Pw & Washington Bl

Cycle (sec): 120 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	Ignore			Ignore			Ignore			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:	2	0	2	0	1	2	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	7	438	122	551	924	151	30	954	4	57	699	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	438	122	551	924	151	30	954	4	57	699	417
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	7	438	0	551	924	0	30	954	0	57	699	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	438	0	551	924	0	30	954	0	57	699	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	7	438	0	551	924	0	30	954	0	57	699	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	2900	1450	2900	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.15	0.00	0.19	0.32	0.00	0.01	0.33	0.00	0.02	0.24	0.00
Crit Volume:		219		276				477		29		
Crit Moves:		****		****				****		****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #121 S Cirby Wy & Champion Oaks Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 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			Ovl			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!	0	0	0	1	0	0	1	1	0	1	1	0
Volume Module:												
Base Vol:	44	9	6	12	79	249	35	848	87	39	646	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	9	6	12	79	249	35	848	87	39	646	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	9	6	12	79	249	35	848	87	39	646	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	9	6	12	79	249	35	848	87	39	646	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	44	9	6	12	79	249	35	848	87	39	646	10
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.75	0.15	0.10	0.13	0.87	1.00	1.00	1.81	0.19	1.00	1.97	0.03
Final Sat.:	1081	221	147	191	1259	1450	1450	2630	270	1450	2856	44
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.06	0.06	0.17	0.02	0.32	0.32	0.03	0.23	0.23
Crit Volume:		59				249			468	39		
Crit Moves:		****				****			****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #122 S Cirby Wy & Old Auburn Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
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:	0	0	1 0	1	0	1 0	0	0	0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	298	340	324	529	0	0	0	0	459	0	421
Growth Adj:	1.00	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	298	340	324	529	0	0	0	0	459	0	421
User Adj:	1.00	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	298	340	324	529	0	0	0	0	459	0	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	298	340	324	529	0	0	0	0	459	0	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	298	340	324	529	0	0	0	0	459	0	421
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.04	0.00	0.96
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1565	0	1435
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.23	0.22	0.35	0.00	0.00	0.00	0.00	0.29	0.00	0.29
Crit Volume:			340	324					0	440		
Crit Moves:			****	****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #123 Secret Ravine & Scarborough/ Poppy Field

Cycle (sec): 100 Critical Vol./Cap.(X): 0.330
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	1	0	2 0	1	1	0 2 0 1
Volume Module:												
Base Vol:	7	1	11	13	0	129	177	506	25	11	306	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:	7	1	11	13	0	129	177	506	25	11	306	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:	7	1	11	13	0	129	177	506	25	11	306	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	1	11	13	0	129	177	506	25	11	306	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:	7	1	11	13	0	129	177	506	25	11	306	30
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.05	0.58	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	534	76	839	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.01	0.00	0.09	0.12	0.17	0.02	0.01	0.11	0.02
Crit Volume:			19			129	177				153	
Crit Moves:			****			****	****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #124 Sierra College & Miners Ravine

Cycle (sec): 100 Critical Vol./Cap.(X): 0.465
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				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	0	1	0	0 1	0	1	0	0 1
Volume Module:																
Base Vol:	110	1002	0		2	1079	66		26	0	48		0	0	1	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	110	1002	0		2	1079	66		26	0	48		0	0	1	
User Adj:	1.00	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:	110	1002	0		2	1079	66		26	0	48		0	0	1	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	110	1002	0		2	1079	66		26	0	48		0	0	1	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	110	1002	0		2	1079	66		26	0	48		0	0	1	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		1.00	0.00	1.00		0.00	1.00	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		1500	0	1500		0	1500	1500	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.33	0.00		0.00	0.36	0.04		0.02	0.00	0.03		0.00	0.00	0.00	
Crit Volume:	110					539					48		0			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #125 Sierra College & Secret Ravine

Cycle (sec): 120 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 9 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				Permitted				Permitted			
Rights:	Ovl				Ovl				Ovl				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	2	0 1	1	0	2	0 1	2	0	0	1 0	0	1	0	0 1
Volume Module:																
Base Vol:	230	774	3		1	840	169		199	2	292		3	5	3	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	230	774	3		1	840	169		199	2	292		3	5	3	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	230	774	3		1	840	169		199	2	292		3	5	3	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	230	774	3		1	840	169		199	2	292		3	5	3	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	230	774	3		1	840	169		199	2	292		3	5	3	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	2.00	1.00		1.00	2.00	1.00		2.00	0.01	0.99		0.38	0.62	1.00	
Final Sat.:	1500	3000	1500		1500	3000	1500		3000	10	1490		563	938	1500	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.26	0.00		0.00	0.28	0.11		0.07	0.20	0.20		0.01	0.01	0.00	
Crit Volume:	230					420					294		3			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #126 Sierra College Bl & Eureka Rd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.591
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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:	Ignore			Ignore			Ignore			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:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	2	0	1
Volume Module:												
Base Vol:	111	1141	32	254	1454	211	97	583	557	41	440	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	1141	32	254	1454	211	97	583	557	41	440	224
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	111	1141	0	254	1454	0	97	583	0	41	440	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	1141	0	254	1454	0	97	583	0	41	440	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	111	1141	0	254	1454	0	97	583	0	41	440	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.00	0.09	0.33	0.00	0.07	0.20	0.00	0.01	0.15	0.00
Crit Volume:	55			485			97			220		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #127 Sierra College Bl & Indigo Creek Apts

Cycle (sec): 100 Critical Vol./Cap.(X): 0.792
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	1	0	1	0	2	1	0	1	1	0	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	181	1300	60	109	1469	55	203	11	329	127	4	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	1300	60	109	1469	55	203	11	329	127	4	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1300	60	109	1469	55	203	11	329	127	4	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1300	60	109	1469	55	203	11	329	127	4	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1300	60	109	1469	55	203	11	329	127	4	57
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.87	0.13	1.00	2.89	0.11	1.90	0.10	1.00	0.97	0.03	1.00
Final Sat.:	1450	4158	192	1450	4193	157	2751	149	1450	1406	44	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.31	0.31	0.08	0.35	0.35	0.07	0.07	0.23	0.09	0.09	0.04
Crit Volume:	181			508			329		131			
Crit Moves:	****			****			****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #128 Sierra College Bl & Old Auburn Rd

Cycle (sec):	120	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	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			Ovl			Ovl			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:	2	0	3	0	1	1	0	3	0	1	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	326	1876	69	29	2130	328	266	87	156	56	131	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1876	69	29	2130	328	266	87	156	56	131	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1876	69	29	2130	328	266	87	156	56	131	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1876	69	29	2130	328	266	87	156	56	131	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	326	1876	69	29	2130	328	266	87	156	56	131	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	1.00	3.00	1.00	1.57	0.51	0.92	0.54	1.26	0.20
Final Sat.:	2900	4350	1450	1450	4350	1450	2269	743	1338	781	1826	293
Capacity Analysis Module:												
Vol/Sat:	0.11	0.43	0.05	0.02	0.49	0.23	0.12	0.12	0.12	0.07	0.07	0.07
Crit Volume:	163			710			170			104		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #129 Sierra College Bl & Olympus Dr

Cycle (sec):	120	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:		Ovl			Ovl			Ignore			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	2	0	1	1	0	2	0	1	1	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	272	991	13	4	1042	63	113	7	537	14	4	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	272	991	13	4	1042	63	113	7	537	14	4	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	272	991	13	4	1042	63	113	7	0	14	4	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	272	991	13	4	1042	63	113	7	0	14	4	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	272	991	13	4	1042	63	113	7	0	14	4	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.88	0.12	1.00	0.78	0.22	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	2825	175	1500	1167	333	1500
Capacity Analysis Module:												
Vol/Sat:	0.18	0.33	0.01	0.00	0.35	0.04	0.04	0.04	0.00	0.01	0.01	0.00
Crit Volume:	272			521			60			18		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #130 Stanford Ranch & Fairway

Cycle (sec): 120 Critical Vol./Cap.(X): 0.633
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	0	2	0	1	2	0	0	1	0
Volume Module:												
Base Vol:	426	1077	257	74	708	48	66	419	389	208	239	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	426	1077	257	74	708	48	66	419	389	208	239	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	426	1077	257	74	708	48	66	419	389	208	239	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	426	1077	257	74	708	48	66	419	389	208	239	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	426	1077	257	74	708	48	66	419	389	208	239	21
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	2.00	1.00	2.00	0.92	0.08
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	2900	1450	2900	1333	117
Capacity Analysis Module:												
Vol/Sat:	0.15	0.25	0.18	0.03	0.16	0.03	0.05	0.14	0.27	0.07	0.18	0.18
Crit Volume:	213			236			210					260
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #131 Stanford Ranch & Five Star

Cycle (sec): 120 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	3	0	1	2	0	3	0	1	1	1	0	0	1	1	1	0	1	0
Volume Module:												
Base Vol:	502	1540	203	94	1121	34	35	85	316	316	114	181
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	502	1540	203	94	1121	34	35	85	316	316	114	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	502	1540	203	94	1121	34	35	85	316	316	114	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	502	1540	203	94	1121	34	35	85	316	316	114	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	502	1540	203	94	1121	34	35	85	316	316	114	181
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.00	1.00	1.55	0.56	0.89
Final Sat.:	2900	4350	1450	2900	4350	1450	1450	1450	1450	2250	812	1288
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.14	0.03	0.26	0.02	0.02	0.06	0.22	0.14	0.14	0.14
Crit Volume:	251			374			85					204
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #132 Stanford Ranch & Highland Park

Cycle (sec): 120 Critical Vol./Cap.(X): 0.464
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Ovl				Ovl				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	3	0 1	1	0	3	0 1	1	0	0	1 0	2	0	0	1 0
Volume Module:																
Base Vol:	49	1187	31		13	757	237		232	17	61		33	14	18	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	49	1187	31		13	757	237		232	17	61		33	14	18	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	49	1187	31		13	757	237		232	17	61		33	14	18	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	49	1187	31		13	757	237		232	17	61		33	14	18	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	49	1187	31		13	757	237		232	17	61		33	14	18	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	0.22	0.78		2.00	0.44	0.56	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	316	1134		2900	634	816	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.27	0.02		0.01	0.17	0.16		0.16	0.05	0.05		0.01	0.02	0.02	
Crit Volume:		396				13				232				32		
Crit Moves:		****				****				****				****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #133 Sunrise & Coloma

Cycle (sec): 120 Critical Vol./Cap.(X): 0.745
Loss Time (sec): 9 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				Permitted				Permitted			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	1	1 0	1	0	1	0 1	1	0	0	1 0
Volume Module:																
Base Vol:	38	1476	62		5	1784	48		65	11	64		39	19	80	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	38	1476	62		5	1784	48		65	11	64		39	19	80	
User Adj:	1.00	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:	38	1476	62		5	1784	48		65	11	64		39	19	80	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	38	1476	62		5	1784	48		65	11	64		39	19	80	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	38	1476	62		5	1784	48		65	11	64		39	19	80	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08		1.00	1.95	0.05		1.00	1.00	1.00		1.00	0.19	0.81	
Final Sat.:	1500	2879	121		1500	2921	79		1500	1500	1500		1500	288	1212	
Capacity Analysis Module:																
Vol/Sat:	0.03	0.51	0.51		0.00	0.61	0.61		0.04	0.01	0.04		0.03	0.07	0.07	
Crit Volume:	38						916		65						99	
Crit Moves:	****						****		****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #134 Sunrise & Sandringham/Kensington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.937
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 2	1 0	1	0 2	1 0	1	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	58	2110	55	8	2278	194	25	0	264	271	0	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	2110	55	8	2278	194	25	0	264	271	0	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	2110	55	8	2278	194	25	0	264	271	0	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	2110	55	8	2278	194	25	0	264	271	0	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	2110	55	8	2278	194	25	0	264	271	0	22
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.92	0.08	1.00	2.76	0.24	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4239	111	1450	4009	341	1450	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.50	0.01	0.57	0.57	0.02	0.00	0.18	0.19	0.00	0.02
Crit Volume:	0			824					264	271		
Crit Moves:	****			****					****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #135 Sunrise & Sun Tree/Kensington

Cycle (sec):	120	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	9	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	63	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	0	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	9	2122	37	36	2381	82	51	18	11	90	22	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	2122	37	36	2381	82	51	18	11	90	22	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	2122	37	36	2381	82	51	18	11	90	22	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	2122	37	36	2381	82	51	18	11	90	22	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:	9	2122	37	36	2381	82	51	18	11	90	22	63
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.95	0.05	1.00	2.90	0.10	0.64	0.22	0.14	0.51	0.13	0.36
Final Sat.:	1500	4423	77	1500	4350	150	956	338	206	771	189	540
Capacity Analysis Module:												
Vol/Sat:	0.01	0.48	0.48	0.02	0.55	0.55	0.05	0.05	0.05	0.12	0.12	0.12
Crit Volume:	9			821			51					175
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #136 Sunrise Av & Frances Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	1605	36	83	1733	0	0	0	0	49	0	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1605	36	83	1733	0	0	0	0	49	0	60
User Adj:	1.00	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	1605	36	83	1733	0	0	0	0	49	0	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1605	36	83	1733	0	0	0	0	49	0	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1605	36	83	1733	0	0	0	0	49	0	60
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1500	2934	66	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.55	0.55	0.06	0.58	0.00	0.00	0.00	0.00	0.03	0.00	0.04
Crit Volume:		821		83				0		49		
Crit Moves:		****		****						****		

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Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #137 Sunrise Av & Oak Ridge Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.453
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			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:	0	0 1	1 0	1	0 2	0 0	0	0 0	0 0	1	0 0	0 1
Volume Module:												
Base Vol:	0	715	6	315	833	0	0	0	0	4	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	715	6	315	833	0	0	0	0	4	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	715	6	315	833	0	0	0	0	4	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	715	6	315	833	0	0	0	0	4	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	715	6	315	833	0	0	0	0	4	0	2
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.98	0.02	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	2975	25	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.21	0.28	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		361		315				0		4		
Crit Moves:		****		****						****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #138 Washington & Diamond Oaks

Cycle (sec): 120 Critical Vol./Cap.(X): 0.723
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 1	1 0	1	0 1	1 0	0	0 1!	0 0	0	1 0	0 1
Volume Module:												
Base Vol:	4	850	82	282	1594	20	1	4	4	225	4	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	850	82	282	1594	20	1	4	4	225	4	318
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	850	82	282	1594	20	1	4	4	225	4	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	850	82	282	1594	20	1	4	4	225	4	318
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	850	82	282	1594	20	1	4	4	225	4	318
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.82	0.18	1.00	1.98	0.02	0.11	0.45	0.44	0.98	0.02	1.00
Final Sat.:	1450	2645	255	1450	2864	36	161	644	644	1425	25	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.19	0.56	0.56	0.01	0.01	0.01	0.16	0.16	0.22
Crit Volume:	4					807		9			229	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #139 Washington & Sawtell/Derek

Cycle (sec): 120 Critical Vol./Cap.(X): 0.757
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 94 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			Ovl			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 2	0 1	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	59	856	12	13	1715	76	66	1	27	70	6	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:	59	856	12	13	1715	76	66	1	27	70	6	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:	59	856	12	13	1715	76	66	1	27	70	6	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	856	12	13	1715	76	66	1	27	70	6	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:	59	856	12	13	1715	76	66	1	27	70	6	35
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.99	0.01	1.00	0.92	0.08	1.00
Final Sat.:	1450	2900	1450	1450	2777	123	1428	22	1450	1336	114	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.01	0.01	0.62	0.62	0.05	0.05	0.02	0.05	0.05	0.02
Crit Volume:	59					896		67			76	
Crit Moves:	****					****		****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #140 Washington Bl & Hallissy Dr

Cycle (sec): 120 Critical Vol./Cap.(X): 0.384
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			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:	0	0	2 0	1	1	0 2	0 0	0	0 0	0 0	1	0 1
Volume Module:												
Base Vol:	0	518	160	37	916	0	0	0	0	118	0	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:	0	518	160	37	916	0	0	0	0	118	0	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	518	160	37	916	0	0	0	0	118	0	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	518	160	37	916	0	0	0	0	118	0	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	518	160	37	916	0	0	0	0	118	0	32
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.11	0.02	0.31	0.00	0.00	0.00	0.00	0.08	0.00	0.02
Crit Volume:	0				458			0		118		
Crit Moves:	****				****					****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #141 Woodcreek Oaks & Baseline

Cycle (sec): 120 Critical Vol./Cap.(X): 0.933
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			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 0	1	1	0 0	0 1	1	0 2	0 1	1	0 2 0 1
Volume Module:												
Base Vol:	92	0	148	197	0	215	80	1335	109	458	1176	238
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	0	148	197	0	215	80	1335	109	458	1176	238
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	0	148	197	0	215	80	1335	109	458	1176	238
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	148	197	0	215	80	1335	109	458	1176	238
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	0	148	197	0	215	80	1335	109	458	1176	238
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	0	1450	1450	0	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.10	0.14	0.00	0.15	0.06	0.46	0.08	0.32	0.41	0.16
Crit Volume:	92					215		668		458		
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #142 Woodcreek Oaks & Canevari/Arsenault

Cycle (sec):	120	Critical Vol./Cap.(X):	0.767
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	98	Level Of Service:	C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			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 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	249	748	28	15	1543	75	29	2	99	22	1	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:	249	748	28	15	1543	75	29	2	99	22	1	8
User Adj:	1.00	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:	249	748	28	15	1543	75	29	2	99	22	1	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	748	28	15	1543	75	29	2	99	22	1	8
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	249	748	28	15	1543	75	29	2	99	22	1	8
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.93	0.07	1.00	1.91	0.09	0.94	0.06	1.00	0.96	0.04	1.00
Final Sat.:	1450	2795	105	1450	2766	134	1356	94	1450	1387	63	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.27	0.27	0.01	0.56	0.56	0.02	0.02	0.07	0.02	0.02	0.01
Crit Volume:	249				809			31			23	
Crit Moves:	****				****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #143 Woodcreek Oaks & Horncastle

Cycle (sec):	100	Critical Vol./Cap.(X):	0.672
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	25	594	8	49	1611	103	73	0	27	15	3	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	594	8	49	1611	103	73	0	27	15	3	19
User Adj:	1.00	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:	25	594	8	49	1611	103	73	0	27	15	3	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	25	594	8	49	1611	103	73	0	27	15	3	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	25	594	8	49	1611	103	73	0	27	15	3	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.97	0.03	1.00	1.88	0.12	1.00	0.00	1.00	0.83	0.17	1.00
Final Sat.:	1450	2861	39	1450	2726	174	1450	0	1450	1208	242	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.21	0.03	0.59	0.59	0.05	0.00	0.02	0.01	0.01	0.01
Crit Volume:	25					857	73					19
Crit Moves:	****					****	****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #144 Woodcreek Oaks & Mcanally

Cycle (sec): 120 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 67 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				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	1	1 0	1	0	1	1 0	0	1	0	0 1	1	1	0	0 1
Volume Module:																
Base Vol:	26	770	32		124	1327	63		31	11	24		36	13	316	
Growth Adj:	1.00	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	770	32		124	1327	63		31	11	24		36	13	316	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	26	770	32		124	1327	63		31	11	24		36	13	316	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	26	770	32		124	1327	63		31	11	24		36	13	316	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	26	770	32		124	1327	63		31	11	24		36	13	316	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.92	0.08		1.00	1.91	0.09		0.74	0.26	1.00		1.47	0.53	1.00	
Final Sat.:	1450	2784	116		1450	2769	131		1070	380	1450		2131	769	1450	
Capacity Analysis Module:																
Vol/Sat:	0.02	0.28	0.28		0.09	0.48	0.48		0.03	0.03	0.02		0.02	0.02	0.22	
Crit Volume:	26				695				42						316	
Crit Moves:	****				****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #145 Woodcreek Oaks & Trailee

Cycle (sec): 100 Critical Vol./Cap.(X): 0.502
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 46 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	1	1 0	1	0	2	0 1	1	0	0	0 1	1	0	0	0 1
Volume Module:																
Base Vol:	89	277	23		23	1020	15		6	0	93		36	0	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:	89	277	23		23	1020	15		6	0	93		36	0	9	
User Adj:	1.00	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:	89	277	23		23	1020	15		6	0	93		36	0	9	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	89	277	23		23	1020	15		6	0	93		36	0	9	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	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:	89	277	23		23	1020	15		6	0	93		36	0	9	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	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	1.85	0.15		1.00	2.00	1.00		1.00	0.00	1.00		1.00	0.00	1.00	
Final Sat.:	1450	2678	222		1450	2900	1450		1450	0	1450		1450	0	1450	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.10	0.10		0.02	0.35	0.01		0.00	0.00	0.06		0.02	0.00	0.01	
Crit Volume:	89					510					93		36			
Crit Moves:	****					****					****		****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #146 SR 65 N/B Off & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.773
Loss Time (sec): 9 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:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			Include			Ignore			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	1	0	1	0	0	0	0	0	0	2	0	1	1	0	2	0	0
Volume Module:												
Base Vol:	115	680	309	0	0	0	0	1110	1041	265	1465	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:	115	680	309	0	0	0	0	1110	1041	265	1465	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	115	680	0	0	0	0	0	1110	0	265	1465	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	680	0	0	0	0	0	1110	0	265	1465	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	115	680	0	0	0	0	0	1110	0	265	1465	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	3000	0	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.00	0.00	0.00	0.00	0.00	0.37	0.00	0.18	0.49	0.00
Crit Volume:	340			0			555			265		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #147 Washington Blvd & Blue Oaks Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.664
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Permitted		
Rights:	Ovl			Ignore			Ovl			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:	2	0	2	0	2	1	0	2	0	1	0	0	4	0	1	2	0	3	0	1
Volume Module:												
Base Vol:	594	0	1043	73	707	322	0	588	472	219	1035	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:	594	0	1043	73	707	322	0	588	472	219	1035	368
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	594	0	1043	73	707	0	0	588	472	219	1035	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	594	0	1043	73	707	0	0	588	472	219	1035	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	594	0	1043	73	707	0	0	588	472	219	1035	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	2.00	1.00	2.00	1.00	0.00	4.00	1.00	2.00	3.00	1.00
Final Sat.:	3000	3000	3000	1500	3000	1500	0	6000	1500	3000	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.35	0.05	0.24	0.00	0.00	0.10	0.31	0.07	0.23	0.00
Crit Volume:	297			354			0			345		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #148 I-80 WB Off & Douglas Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.876
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Ignore			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:	0	0	0	0	0	2	0	0	1	0	0	2	0	1
Volume Module:												
Base Vol:	0	0	0	1158	0	246	0	1338	554	0	1644	1148
Growth Adj:	1.00	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	1158	0	246	0	1338	554	0	1644	1148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	1158	0	246	0	1338	0	0	1644	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1158	0	246	0	1338	0	0	1644	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	1158	0	246	0	1338	0	0	1644	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	0	3200	1600	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.36	0.00	0.15	0.00	0.42	0.00	0.00	0.51	0.00
Crit Volume:			0			579		0			822	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #149 I-80 WB On & Atlantic St

Cycle (sec): 120 Critical Vol./Cap.(X): 0.559
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ignore			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:	0	0	0	0	0	0	0	0	3	0	1	2	0	2	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	986	552	573	936	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	0	0	0	0	986	552	573	936	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	0	986	552	573	936	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	0	986	552	573	936	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	0	0	0	0	986	552	573	936	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	0	0	0	0	4500	1500	3000	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.22	0.37	0.19	0.31	0.00
Crit Volume:	0					0			552	287		
Crit Moves:									****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #150 SR 65 N/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.692
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Ignore			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:	3	0	0	0	2	0	0	0	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	681	0	617	0	0	0	0	2190	734	0	1736	377
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	681	0	617	0	0	0	0	2190	734	0	1736	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	681	0	617	0	0	0	0	2190	0	0	1736	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	0	617	0	0	0	0	2190	0	0	1736	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	681	0	617	0	0	0	0	2190	0	0	1736	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	0.00	2.00	0.00	0.00	0.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	4500	0	3000	0	0	0	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.15	0.00	0.21	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.39	0.00
Crit Volume:			309	0				730		0		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #151 SR 65 S/B Off & Pleasant Grove Blvd

Cycle (sec): 120 Critical Vol./Cap.(X): 0.707
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Ignore			Ignore			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:	0	0	0	0	0	2	0	0	0	2	0	0	3	0	1	0	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	498	0	604	0	2433	378	0	2011	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	498	0	604	0	2433	378	0	2011	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	0	0	498	0	0	0	2433	0	0	2011	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	498	0	0	0	2433	0	0	2011	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	0	0	498	0	0	0	2433	0	0	2011	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	0.00	3.00	1.00
Final Sat.:	0	0	0	3000	0	3000	0	4500	1500	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.00	0.00	0.54	0.00	0.00	0.45	0.00
Crit Volume:				249				811		0		
Crit Moves:				****				****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #152 I-80 WB Off & Riverside Ave

Cycle (sec): 120 Critical Vol./Cap.(X): 0.618
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: B

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Permitted				Permitted				Protected				Protected			
Rights:	Ignore				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:	0	0	3	0 1	0	0	3	0 1	0	0	0	0 0	3	0	0	0 1
Volume Module:																
Base Vol:	0	1601	232		0	757	0		0	0	0		1030	0	394	
Growth Adj:	1.00	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	1601	232		0	757	0		0	0	0		1030	0	394	
User Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	1601	0		0	757	0		0	0	0		1030	0	394	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	1601	0		0	757	0		0	0	0		1030	0	394	
PCE Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	0	1601	0		0	757	0		0	0	0		1030	0	394	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	3.00	1.00		0.00	3.00	1.00		0.00	0.00	0.00		3.00	0.00	1.00	
Final Sat.:	0	4500	1500		0	4500	1500		0	0	0		4500	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.36	0.00		0.00	0.17	0.00		0.00	0.00	0.00		0.23	0.00	0.26	
Crit Volume:		534				0				0					394	
Crit Moves:		****				****									****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #153 Stanford Ranch & Sr-65 N/B On

Cycle (sec): 120 Critical Vol./Cap.(X): 0.869
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 Level Of Service: D

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Permitted				Permitted			
Rights:	Include				Ignore				Ignore				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:	2	0	3	0 0	0	0	3	0 1	0	0	0	0 1	0	0	0	0 1
Volume Module:																
Base Vol:	1372	1577	0		0	1851	227		0	0	392		0	0	937	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	1372	1577	0		0	1851	227		0	0	392		0	0	937	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
PHF Volume:	1372	1577	0		0	1851	0		0	0	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1372	1577	0		0	1851	0		0	0	0		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	0.00		1.00	1.00	0.00	
FinalVolume:	1372	1577	0		0	1851	0		0	0	0		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	2.00	3.00	0.00		0.00	3.00	1.00		0.00	0.00	1.00		0.00	0.00	1.00	
Final Sat.:	3000	4500	0		0	4500	1500		0	0	1500		0	0	1500	
Capacity Analysis Module:																
Vol/Sat:	0.46	0.35	0.00		0.00	0.41	0.00		0.00	0.00	0.00		0.00	0.00	0.00	
Crit Volume:	686					617				0					0	
Crit Moves:	****					****										

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #154 Stanford Ranch/Galleria & Sr-65 S/B On

Cycle (sec): 120 Critical Vol./Cap.(X): 0.830
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 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:	Ignore			Include			Ignore			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:	0	0	3 0	1	2	0 3	0 0	0	0 0	0 1	0	0 0 1
Volume Module:												
Base Vol:	0	2787	520	631	1612	0	0	0	635	0	0	199
Growth Adj:	1.00	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	2787	520	631	1612	0	0	0	635	0	0	199
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2787	0	631	1612	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2787	0	631	1612	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2787	0	631	1612	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Final Sat.:	0	4500	1500	3000	4500	0	0	0	1500	0	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.62	0.00	0.21	0.36	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Volume:		929		316			0				0	
Crit Moves:		****		****								

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #155 Taylor & Eureka I-80 EB Off

Cycle (sec): 120 Critical Vol./Cap.(X): 1.048
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ignore			Ovl			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	2 0	1	2	0 1!	0 1	2	0 1	1 0	0	0 4 0 1
Volume Module:												
Base Vol:	180	483	574	615	0	359	351	1763	306	0	2955	242
Growth Adj:	1.00	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	483	574	615	0	359	351	1763	306	0	2955	242
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	483	0	615	0	359	351	1763	306	0	2955	242
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	483	0	615	0	359	351	1763	306	0	2955	242
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	483	0	615	0	359	351	1763	306	0	2955	242
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	2.53	0.00	1.47	2.00	1.70	0.30	0.00	4.00	1.00
Final Sat.:	1450	2900	1450	3662	0	2138	2900	2471	429	0	5800	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.17	0.00	0.17	0.00	0.17	0.12	0.71	0.71	0.00	0.51	0.17
Crit Volume:		242		243					1035	0		
Crit Moves:		****		****					****	****		

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Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #156 Fairway & Highland Park

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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	0 1	0	1	0 1	0	1	1 0	1	0	1 0
Volume Module:												
Base Vol:	18	1	10	424	0	30	54	555	4	4	514	460
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	1	10	424	0	30	54	555	4	4	514	460
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	1	10	424	0	30	54	555	4	4	514	460
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	1	10	424	0	30	54	555	4	4	514	460
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	1	10	424	0	30	54	555	4	4	514	460
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.09	0.91	1.00	0.00	1.00	1.00	1.99	0.01	1.00	1.06	0.94
Final Sat.:	1450	132	1318	1450	0	1450	1450	2879	21	1450	1530	1370
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.29	0.00	0.02	0.04	0.19	0.19	0.00	0.34	0.34
Crit Volume:		11		424			54				487	
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #157 I-80 EB Off/Orlando & Riverside Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.920
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0 1	1	0	2 0 0	0	0	2 0 1	2	0	0 0 1
Volume Module:												
Base Vol:	0	1496	99	81	1575	0	0	358	196	83	0	505
Growth Adj:	1.00	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	1496	99	81	1575	0	0	358	196	83	0	505
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1496	0	81	1575	0	0	358	196	83	0	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1496	0	81	1575	0	0	358	196	83	0	505
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1496	0	81	1575	0	0	358	196	83	0	505
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00
Final Sat.:	0	2900	1450	1450	2900	0	0	2900	1450	2900	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.06	0.54	0.00	0.00	0.12	0.14	0.03	0.00	0.35
Crit Volume:		748		81			0					505
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #158 Roseville Rkwy & Old Auburn

Cycle (sec): 100 Critical Vol./Cap.(X): 0.423
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	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	0	0	1	0	0	0	0	0	1	0
Volume Module:												
Base Vol:	19	0	265	0	0	0	0	599	89	271	182	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:	19	0	265	0	0	0	0	599	89	271	182	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	0	265	0	0	0	0	599	89	271	182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	0	265	0	0	0	0	599	89	271	182	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:	19	0	265	0	0	0	0	599	89	271	182	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	1.74	0.26	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	2612	388	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.18	0.00	0.00	0.00	0.00	0.23	0.23	0.18	0.06	0.00
Crit Volume:	19			0			344			271		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #159 Washington Blvd & Industrial

Cycle (sec): 100 Critical Vol./Cap.(X): 0.662
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	0	0	0	2	0	1	0	0
Volume Module:												
Base Vol:	171	527	0	0	909	54	57	0	367	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:	171	527	0	0	909	54	57	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	171	527	0	0	909	54	57	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	171	527	0	0	909	54	57	0	367	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:	171	527	0	0	909	54	57	0	367	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.30	0.04	0.04	0.00	0.24	0.00	0.00	0.00
Crit Volume:	171			455					367	0		
Crit Moves:	****			****					****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #160 Foothills Blvd & HP Far South/ NEC

Cycle (sec): 100 Critical Vol./Cap.(X): 0.668
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Ovl			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 2	0 1	1	0 0	1 1	0	0 0	1 0
Volume Module:												
Base Vol:	41	710	0	285	1424	27	58	8	491	0	3	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	41	710	0	285	1424	27	58	8	491	0	3	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	41	710	0	285	1424	27	58	8	491	0	3	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	710	0	285	1424	27	58	8	491	0	3	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	41	710	0	285	1424	27	58	8	491	0	3	112
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.03	1.97	0.00	0.03	0.97
Final Sat.:	1500	3000	0	1500	3000	1500	1500	48	2952	0	39	1461
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.00	0.19	0.47	0.02	0.04	0.17	0.17	0.00	0.08	0.08
Crit Volume:	41			712			250			0		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #161 Blue Oaks Blvd & Wood Meadow

Cycle (sec): 100 Critical Vol./Cap.(X): 0.602
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 4	0 1	1	0 4	0 1
Volume Module:												
Base Vol:	0	0	146	0	0	0	0	1708	0	63	3029	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	146	0	0	0	0	1708	0	63	3029	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	146	0	0	0	0	1708	0	63	3029	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	146	0	0	0	0	1708	0	63	3029	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	146	0	0	0	0	1708	0	63	3029	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1500	1500	1500	1500	1500	1500	1500	6000	1500	1500	6000	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.28	0.00	0.04	0.50	0.00
Crit Volume:			146	0			0				757	
Crit Moves:			****				****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #162 Gibson Rd & New Convention Center Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.672
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 57 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Ignore			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 0	1	1	0	2 0	0	0 0	1	0	1! 0 0
Volume Module:												
Base Vol:	0	232	620	120	320	0	0	0	0	1096	0	448
Growth Adj:	1.00	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	232	620	120	320	0	0	0	0	1096	0	448
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	232	0	120	320	0	0	0	0	1096	0	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	232	0	120	320	0	0	0	0	1096	0	448
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	232	0	120	320	0	0	0	0	1096	0	448
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.42	0.00	0.58
Final Sat.:	0	3000	1500	1500	3000	0	0	0	0	2130	0	870
Capacity Analysis Module:												
Vol/Sat:	0.00	0.08	0.00	0.08	0.11	0.00	0.00	0.00	0.00	0.51	0.00	0.51
Crit Volume:		116		120					0	772		
Crit Moves:		****		****						****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #163 Blue Oaks Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.832
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 136 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ignore			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 0	2	0	0	0 0	0	0 1	0	1	2 0 1 0 0
Volume Module:												
Base Vol:	181	0	240	0	0	0	0	722	255	438	1067	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:	181	0	240	0	0	0	0	722	255	438	1067	0
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	0	0	0	0	0	0	722	255	438	1067	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	0	0	0	0	0	0	722	255	438	1067	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	0	0	0	0	0	0	722	255	438	1067	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	2.00	0.00	0.00	0.00	0.00	1.00	1.00	2.00	1.00	0.00
Final Sat.:	1500	0	3000	0	0	0	0	1500	1500	3000	1500	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.00	0.00	0.00	0.00	0.00	0.00	0.48	0.17	0.15	0.71	0.00
Crit Volume:	181				0			0			1067	
Crit Moves:	****						****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #164 Blue Oaks Blvd & Hayden Pkwy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 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:	Ovl			Ovl			Ovl			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 1	0 1	1	0 1	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	90	76	57	102	113	122	266	718	179	160	1393	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	76	57	102	113	122	266	718	179	160	1393	226
User Adj:	1.00	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:	90	76	57	102	113	122	266	718	179	160	1393	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	76	57	102	113	122	266	718	179	160	1393	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	90	76	57	102	113	122	266	718	179	160	1393	226
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.04	0.07	0.08	0.08	0.18	0.17	0.12	0.11	0.32	0.16
Crit Volume:	90			113			266			464		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #165 Fiddyment Rd & Westhills Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.842
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 144 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			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 3	0 1	1	0 3	0 1	2	0 0	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	57	1423	23	180	1625	870	498	0	10	4	0	474
Growth Adj:	1.00	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	1423	23	180	1625	870	498	0	10	4	0	474
User Adj:	1.00	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:	57	1423	23	180	1625	870	498	0	10	4	0	474
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1423	23	180	1625	870	498	0	10	4	0	474
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	57	1423	23	180	1625	870	498	0	10	4	0	474
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	2.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	2900	0	1450	1450	0	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.02	0.12	0.37	0.60	0.17	0.00	0.01	0.00	0.00	0.33
Crit Volume:	57					870	0					474
Crit Moves:	****					****	****					****

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Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #166 Pleasant Grove Blvd & West Side Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.782
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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:	Ovl			Ovl			Ovl			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:	2	0 2	0 1	2	0 3	0 1	2	0 3	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	13	1093	24	259	1753	435	156	417	15	38	759	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1093	24	259	1753	435	156	417	15	38	759	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1093	24	259	1753	435	156	417	15	38	759	322
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1093	24	259	1753	435	156	417	15	38	759	322
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	13	1093	24	259	1753	435	156	417	15	38	759	322
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00
Final Sat.:	2900	2900	1450	2900	4350	1450	2900	4350	1450	2900	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.02	0.09	0.40	0.30	0.05	0.10	0.01	0.01	0.26	0.22
Crit Volume:		547		130			78				380	
Crit Moves:		****		****			****				****	

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #167 Fiddyment Rd & Westlake Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.381
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			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 3	0 1	1	0 3	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	1469	59	10	1594	0	0	0	0	30	0	10
Growth Adj:	1.00	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	1469	59	10	1594	0	0	0	0	30	0	10
User Adj:	1.00	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	1469	59	10	1594	0	0	0	0	30	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1469	59	10	1594	0	0	0	0	30	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1469	59	10	1594	0	0	0	0	30	0	10
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	0.75	0.00	0.25
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1125	0	375
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.04	0.01	0.35	0.00	0.00	0.00	0.00	0.03	0.00	0.03
Crit Volume:	0				531		0					40
Crit Moves:	****				****							****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #168 Woodcreek Oaks Blvd & Northpark Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.140
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	2	0	1	0	1	0	0	1
Volume Module:												
Base Vol:	114	0	103	0	0	0	0	3	48	45	3	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:	114	0	103	0	0	0	0	3	48	45	3	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	0	103	0	0	0	0	3	48	45	3	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	0	103	0	0	0	0	3	48	45	3	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:	114	0	103	0	0	0	0	3	48	45	3	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	0.00	1.00	1.00	0.94	0.06	1.00
Final Sat.:	1500	3000	1500	1500	3000	1500	0	1500	1500	1406	94	1500
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.03	0.03	0.03	0.00
Crit Volume:	114				0				48		48	
Crit Moves:	****								****		****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #169 Woodcreek Oaks Blvd & Parkside Wy

Cycle (sec): 100 Critical Vol./Cap.(X): 0.644
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 64 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	0	1
Volume Module:												
Base Vol:	33	492	37	191	966	324	52	56	94	9	119	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	492	37	191	966	324	52	56	94	9	119	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	492	37	191	966	324	52	56	94	9	119	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	492	37	191	966	324	52	56	94	9	119	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	492	37	191	966	324	52	56	94	9	119	310
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	0.48	0.52	1.00	0.07	0.93	1.00
Final Sat.:	1450	2900	1450	1450	2900	1450	698	752	1450	102	1348	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.03	0.13	0.33	0.22	0.07	0.07	0.06	0.09	0.09	0.21
Crit Volume:	33				483			108				310
Crit Moves:	****				****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #170 Industrial Ave & Alantown Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 76 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:	0	0	1	0	1	1	0	1	0	0	1	0	0	1
Volume Module:												
Base Vol:	0	418	71	347	830	0	0	0	0	127	0	302
Growth Adj:	1.00	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	418	71	347	830	0	0	0	0	127	0	302
User Adj:	1.00	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	418	71	347	830	0	0	0	0	127	0	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	418	71	347	830	0	0	0	0	127	0	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	418	71	347	830	0	0	0	0	127	0	302
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1500	1500	1500	1500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.05	0.23	0.55	0.00	0.00	0.00	0.00	0.08	0.00	0.20
Crit Volume:	0				830			0				302
Crit Moves:	****				****							****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #171 Roseville Pkwy & Gibson West

Cycle (sec): 100 Critical Vol./Cap.(X): 0.863
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 167 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			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:	0	0	0	0	0	1	0	0	0	1	1	0	3	0	0	1	0	3	0	1
Volume Module:												
Base Vol:	0	0	0	69	0	929	490	2267	0	0	2207	91
Growth Adj:	1.00	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	69	0	929	490	2267	0	0	2207	91
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	69	0	0	490	2267	0	0	2207	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	69	0	0	490	2267	0	0	2207	91
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:	0	0	0	69	0	0	490	2267	0	0	2207	91
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	1500	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.00	0.33	0.50	0.00	0.00	0.49	0.06
Crit Volume:				69			490				736	
Crit Moves:				****			****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #172 Washington Blvd & All America

Cycle (sec): 100 Critical Vol./Cap.(X): 0.574
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			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 2.0	0 1	1	0 1.0	1 0	1	0 0.0	1 0	0	1 0.0	0 1
Volume Module:												
Base Vol:	56	1464	0	37	1140	110	61	1	50	0	2	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	1464	0	37	1140	110	61	1	50	0	2	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	56	1464	0	37	1140	110	61	1	50	0	2	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	1464	0	37	1140	110	61	1	50	0	2	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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	56	1464	0	37	1140	110	61	1	50	0	2	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	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	1.82	0.18	1.00	0.02	0.98	0.00	1.00	1.00
Final Sat.:	1450	2900	1450	1450	2645	255	1450	28	1422	0	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.00	0.03	0.43	0.43	0.04	0.04	0.04	0.00	0.00	0.00
Crit Volume:		732		37			61				2	
Crit Moves:		****			****			****				

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #173 Cirby & Cottonwood

Cycle (sec): 100 Critical Vol./Cap.(X): 0.430
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			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	0 1	1	0 0.0	0 0	1	0 1.0	1 0	1	0 1.0	1 0
Volume Module:												
Base Vol:	29	1	25	39	0	0	0	945	17	16	1050	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:	29	1	25	39	0	0	0	945	17	16	1050	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	1	25	39	0	0	0	945	17	16	1050	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	1	25	39	0	0	0	945	17	16	1050	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	1	25	39	0	0	0	945	17	16	1050	58
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.97	0.03	1.00	1.00	0.00	0.00	1.00	1.96	0.04	1.00	1.90	0.10
Final Sat.:	1402	48	1450	1450	0	0	1450	2849	51	1450	2748	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.03	0.00	0.00	0.00	0.33	0.33	0.01	0.38	0.38
Crit Volume:		30		39			0				554	
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #174 Secret Ravine & Alexandra

Cycle (sec):	100	Critical Vol./Cap.(X):	0.230
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0 0	0 0	0	0 2	0 1	1	0 2	0 0
Volume Module:												
Base Vol:	6	0	56	0	0	0	0	481	2	49	253	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:	6	0	56	0	0	0	0	481	2	49	253	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	6	0	56	0	0	0	0	481	2	49	253	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	6	0	56	0	0	0	0	481	2	49	253	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:	6	0	56	0	0	0	0	481	2	49	253	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	1500	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.16	0.00	0.03	0.08	0.00
Crit Volume:			56	0				240		49		
Crit Moves:			****					****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #175 Fiddyment Rd & Fiddyment Ranch EW Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.809
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 0	0	0 2	0 1	1	0 0	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	363	1045	0	0	1565	60	55	0	68	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:	363	1045	0	0	1565	60	55	0	68	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	363	1045	0	0	1565	60	55	0	68	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	363	1045	0	0	1565	60	55	0	68	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:	363	1045	0	0	1565	60	55	0	68	0	0	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.00	1.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1500	3000	0	0	3000	1500	1500	0	1500	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.00	0.00	0.52	0.04	0.04	0.00	0.05	0.00	0.00	0.00
Crit Volume:	363				782				68	0		
Crit Moves:	****				****				****			

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #176 Douglas Bl & I-80 EB On

Cycle (sec): 100 Critical Vol./Cap.(X): 0.731
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 85 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0	1	0	4	0	0	0
Volume Module:												
Base Vol:	0	0	0	0	0	0	234	2527	0	0	2806	277
Growth Adj:	1.00	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	0	0	0	234	2527	0	0	2806	277
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	0	234	2527	0	0	2806	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	0	234	2527	0	0	2806	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	0	234	2527	0	0	2806	277
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	0.00	0.00	0.00	1.00	4.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	0	0	0	1600	6400	0	0	4800	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.15	0.39	0.00	0.00	0.58	0.17
Crit Volume:	0			0			234				935	
Crit Moves:							****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #177 Watt Ave & Pleasant Grove

Cycle (sec): 100 Critical Vol./Cap.(X): 1.154
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	2	0	1
Volume Module:												
Base Vol:	312	454	93	68	1054	652	539	353	233	339	654	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	312	454	93	68	1054	652	539	353	233	339	654	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	312	454	93	68	1054	652	539	353	0	339	654	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	454	93	68	1054	652	539	353	0	339	654	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	312	454	93	68	1054	652	539	353	0	339	654	54
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.06	0.05	0.36	0.45	0.37	0.12	0.00	0.23	0.23	0.04
Crit Volume:	156					652	539				327	
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #178 Watt Ave & Road A

Cycle (sec):	100	Critical Vol./Cap.(X):	0.525
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	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			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	53	1055	266	35	1094	20	8	11	24	320	34	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	1055	266	35	1094	20	8	11	24	320	34	19
User Adj:	1.00	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:	53	1055	266	35	1094	20	8	11	24	320	34	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	1055	266	35	1094	20	8	11	24	320	34	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	1055	266	35	1094	20	8	11	24	320	34	19
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.18	0.02	0.25	0.01	0.01	0.01	0.02	0.22	0.02	0.01
Crit Volume:	53				365				24	320		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #179 Watt Ave & Road B

Cycle (sec):	100	Critical Vol./Cap.(X):	0.896
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	433	1514	49	174	1373	122	100	408	337	47	457	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	433	1514	49	174	1373	122	100	408	337	47	457	308
User Adj:	1.00	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:	433	1514	49	174	1373	122	100	408	337	47	457	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	433	1514	49	174	1373	122	100	408	337	47	457	308
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	433	1514	49	174	1373	122	100	408	337	47	457	308
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.30	0.35	0.03	0.12	0.32	0.08	0.07	0.14	0.23	0.03	0.16	0.21
Crit Volume:	433				458		100					308
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #180 Watt Ave & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.844
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 146 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	342	1298	249	291	1231	130	212	1261	288	444	1568	442
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1298	249	291	1231	130	212	1261	288	444	1568	442
User Adj:	1.00	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	1298	249	291	1231	130	212	1261	288	444	1568	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	1298	249	291	1231	130	212	1261	288	444	1568	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1298	249	291	1231	130	212	1261	288	444	1568	442
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.12	0.30	0.17	0.10	0.28	0.09	0.07	0.29	0.20	0.15	0.36	0.30
Crit Volume:	171				410			420		222		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #181 West Side Dr & Road A

Cycle (sec): 100 Critical Vol./Cap.(X): 0.656
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 66 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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	67	1078	137	1	1423	243	108	174	35	236	276	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:	67	1078	137	1	1423	243	108	174	35	236	276	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	67	1078	137	1	1423	243	108	174	35	236	276	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	1078	137	1	1423	243	108	174	35	236	276	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:	67	1078	137	1	1423	243	108	174	35	236	276	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.09	0.00	0.33	0.17	0.07	0.12	0.02	0.16	0.19	0.00
Crit Volume:	67				474			174		236		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #182 West Side Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.807
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 118 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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 3	0 1	1	0 3	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	185	1185	173	74	1538	133	130	386	19	280	535	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	1185	173	74	1538	133	130	386	19	280	535	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	1185	173	74	1538	133	130	386	19	280	535	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	1185	173	74	1538	133	130	386	19	280	535	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	185	1185	173	74	1538	133	130	386	19	280	535	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.13	0.27	0.12	0.05	0.35	0.09	0.09	0.13	0.01	0.19	0.18	0.02
Crit Volume:	185			513			193			280		
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #183 West Side Dr & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.771
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 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:	Ovl			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1	2	0 3	0 1
Volume Module:												
Base Vol:	57	781	306	245	1022	526	380	1287	87	527	1635	344
Growth Adj:	1.00	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	781	306	245	1022	526	380	1287	87	527	1635	344
User Adj:	1.00	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:	57	781	306	245	1022	526	380	1287	87	527	1635	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	781	306	245	1022	526	380	1287	87	527	1635	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	57	781	306	245	1022	526	380	1287	87	527	1635	344
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	2900	4350	1450	2900	4350	1450	2900	4350	1450	2900	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.18	0.21	0.08	0.23	0.36	0.13	0.30	0.06	0.18	0.38	0.24
Crit Volume:		260			123			190			545	
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #184 Market St & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.419
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	71	75	10	2	48	46	69	447	58	37	840	3
Growth Adj:	1.00	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	75	10	2	48	46	69	447	58	37	840	3
User Adj:	1.00	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	75	10	2	48	46	69	447	58	37	840	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	75	10	2	48	46	69	447	58	37	840	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	71	75	10	2	48	46	69	447	58	37	840	3
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.00	0.03	0.03	0.05	0.15	0.04	0.03	0.29	0.00
Crit Volume:	71				48		69				420	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #185 Market St & Baseline Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.726
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 3	0 1	1	0 3	0 1
Volume Module:												
Base Vol:	240	139	14	86	77	22	18	1528	291	58	2154	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	139	14	86	77	22	18	1528	291	58	2154	161
User Adj:	1.00	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:	240	139	14	86	77	22	18	1528	291	58	2154	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	139	14	86	77	22	18	1528	291	58	2154	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	240	139	14	86	77	22	18	1528	291	58	2154	161
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.10	0.01	0.06	0.05	0.02	0.01	0.35	0.20	0.04	0.50	0.11
Crit Volume:	240				77		18				718	
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #186 Pleasant Grove Blvd & Upland Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.543
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	0	0	1	0	0	0	0	0	0	0
Volume Module:												
Base Vol:	91	0	58	0	0	0	0	862	97	201	1448	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:	91	0	58	0	0	0	0	862	97	201	1448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	0	58	0	0	0	0	862	97	201	1448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	0	58	0	0	0	0	862	97	201	1448	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:	91	0	58	0	0	0	0	862	97	201	1448	0
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1500	0	1500	0	0	0	0	3000	1500	1500	3000	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.00	0.00	0.00	0.00	0.29	0.06	0.13	0.48	0.00
Crit Volume:	91			0			0			724		
Crit Moves:	****						****			****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #187 Upland Dr & Road B

Cycle (sec): 100 Critical Vol./Cap.(X): 0.442
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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	0	1	0	1
Volume Module:												
Base Vol:	107	126	80	8	111	68	33	417	59	75	779	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	126	80	8	111	68	33	417	59	75	779	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	107	126	80	8	111	68	33	417	59	75	779	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	126	80	8	111	68	33	417	59	75	779	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	107	126	80	8	111	68	33	417	59	75	779	1
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.07	0.09	0.06	0.01	0.08	0.05	0.02	0.14	0.04	0.05	0.27	0.00
Crit Volume:	107			111			33			390		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #188 Upland Dr & Baseline Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.592
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	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	0	1	0	1	1	0	3	0	3	1
Volume Module:												
Base Vol:	0	0	0	78	0	9	86	1554	0	0	2170	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	78	0	9	86	1554	0	0	2170	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	78	0	9	86	1554	0	0	2170	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	78	0	9	86	1554	0	0	2170	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	78	0	9	86	1554	0	0	2170	76
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.01	0.06	0.35	0.00	0.00	0.48	0.05
Crit Volume:			0			78			86			723
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #189 Baseline Rd & CMU3 Entrance

Cycle (sec):	100	Critical Vol./Cap.(X):	0.651
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	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	1	0	1	1	0	1	0	1	3	0	1	1	0	3	0	1
Volume Module:												
Base Vol:	0	19	149	102	6	13	29	1588	310	66	1993	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	19	149	102	6	13	29	1588	310	66	1993	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	19	149	102	6	13	29	1588	310	66	1993	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	19	149	102	6	13	29	1588	310	66	1993	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	19	149	102	6	13	29	1588	310	66	1993	36
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	4350	1450	1450	4350	1450
Capacity Analysis Module:												
Vol/Sat:	0.00	0.01	0.10	0.07	0.00	0.01	0.02	0.37	0.21	0.05	0.46	0.02
Crit Volume:			149	102			29				664	
Crit Moves:			****	****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #190 West Side Dr & SV EW Coll

Cycle (sec):	100	Critical Vol./Cap.(X):	0.557
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	58	1369	158	23	1725	89	154	19	17	51	10	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	1369	158	23	1725	89	154	19	17	51	10	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	58	1369	158	23	1725	89	154	19	17	51	10	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	1369	158	23	1725	89	154	19	17	51	10	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	58	1369	158	23	1725	89	154	19	17	51	10	20
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.11	0.02	0.40	0.06	0.11	0.01	0.01	0.04	0.01	0.01
Crit Volume:	58			575			154					20
Crit Moves:	****			****			****					****

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #191 Road B & SV NS Coll 3

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 1	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	35	0	1	0	2	0	1	616	0	20	823	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:	35	0	1	0	2	0	1	616	0	20	823	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	0	1	0	2	0	1	616	0	20	823	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	1	0	2	0	1	616	0	20	823	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:	35	0	1	0	2	0	1	616	0	20	823	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.21	0.00	0.01	0.28	0.00
Crit Volume:	35			2			1				412	
Crit Moves:	****			****			****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #192 Road B & SV NS Coll 5

Cycle (sec):	100	Critical Vol./Cap.(X):	0.336
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	15	0	35	0	0	6	2	475	18	54	900	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	35	0	0	6	2	475	18	54	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	35	0	0	6	2	475	18	54	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	35	0	0	6	2	475	18	54	900	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:	15	0	35	0	0	6	2	475	18	54	900	0
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.02	0.00	0.00	0.00	0.00	0.16	0.01	0.04	0.31	0.00
Crit Volume:			35		0			2			450	
Crit Moves:			****		****			****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #193 Watt Ave & SV CC5 CC6

Cycle (sec):	100	Critical Vol./Cap.(X):	0.504
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	86	1519	30	12	1504	57	99	1	123	20	1	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:	86	1519	30	12	1504	57	99	1	123	20	1	9
User Adj:	1.00	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:	86	1519	30	12	1504	57	99	1	123	20	1	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1519	30	12	1504	57	99	1	123	20	1	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	86	1519	30	12	1504	57	99	1	123	20	1	9
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.02	0.01	0.35	0.04	0.07	0.00	0.08	0.01	0.00	0.01
Crit Volume:	86				501				123	20		
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #194 Watt Ave & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.631
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	86	1781	86	107	1578	71	29	4	37	36	9	186
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	1781	86	107	1578	71	29	4	37	36	9	186
User Adj:	1.00	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:	86	1781	86	107	1578	71	29	4	37	36	9	186
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1781	86	107	1578	71	29	4	37	36	9	186
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	86	1781	86	107	1578	71	29	4	37	36	9	186
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.06	0.41	0.06	0.07	0.36	0.05	0.02	0.00	0.03	0.02	0.01	0.13
Crit Volume:		594		107			29					186
Crit Moves:		****		****			****					****

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #195 Road B & SV NS Coll 2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.287
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	0 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	14	0	2	9	2	1	1	538	28	1	799	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	14	0	2	9	2	1	1	538	28	1	799	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	14	0	2	9	2	1	1	538	28	1	799	29
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	0	2	9	2	1	1	538	28	1	799	29
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	0	2	9	2	1	1	538	28	1	799	29
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1450	1450	1450	1450	1450	1450	1450	2900	1450	1450	2900	1450
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.00	0.00	0.00	0.19	0.02	0.00	0.28	0.02
Crit Volume:	14				2			1			400	
Crit Moves:	****				****			****			****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #196 West Side Dr & SV EW Coll

Cycle (sec): 100 Critical Vol./Cap.(X): 0.428
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 40 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	3 0	1	1	0 3	0 0	0	0 0 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	1254	58	21	1673	0	0	0	0	85	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1254	58	21	1673	0	0	0	0	85	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1254	58	21	1673	0	0	0	0	85	0	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1254	58	21	1673	0	0	0	0	85	0	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	1254	58	21	1673	0	0	0	0	85	0	21
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	4500	1500	1500	4500	0	0	0	0	1500	0	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.04	0.01	0.37	0.00	0.00	0.00	0.00	0.06	0.00	0.01
Crit Volume:	0			558			0			85		
Crit Moves:	****			****						****		

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #197 Baseline Rd & SV CC2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.711
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
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:	0	0	0 0 0	1	0	0 0 1	1	0	3 0 0	0	0	3 0 1
Volume Module:												
Base Vol:	0	0	0	155	0	325	202	1599	0	0	2129	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	155	0	325	202	1599	0	0	2129	89
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	155	0	0	202	1599	0	0	2129	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	155	0	0	202	1599	0	0	2129	89
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:	0	0	0	155	0	0	202	1599	0	0	2129	89
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.10	0.00	0.00	0.13	0.36	0.00	0.00	0.47	0.06
Crit Volume:		0		155			202			710		
Crit Moves:				****			****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #198 Baseline Rd & SV CCBP2

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			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	0	0	0	1	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	0	0	165	0	1837	0	0	2342	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	0	0	0	0	165	0	1837	0	0	2342	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	0	0	165	0	1837	0	0	2342	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	0	0	165	0	1837	0	0	2342	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	0	0	165	0	1837	0	0	2342	75
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.41	0.00	0.00	0.52	0.05
Crit Volume:	0					165	0				781	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #199 Baseline Rd & SV CC4

Cycle (sec): 100 Critical Vol./Cap.(X): 0.785
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
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	1	0	3	0	0	1
Volume Module:												
Base Vol:	0	0	0	192	0	310	180	1448	0	0	2064	115
Growth Adj:	1.00	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	192	0	310	180	1448	0	0	2064	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	192	0	310	180	1448	0	0	2064	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	192	0	310	180	1448	0	0	2064	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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	192	0	310	180	1448	0	0	2064	115
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	3.00	0.00	0.00	3.00	1.00
Final Sat.:	0	0	0	1500	0	1500	1500	4500	0	0	4500	1500
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.21	0.12	0.32	0.00	0.00	0.46	0.08
Crit Volume:	0					310	180				688	
Crit Moves:						****	****				****	

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City of Roseville
Sierra Vista Specific Plan
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #200 Watt Ave & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.781
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 104 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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	307	603	173	93	765	428	247	39	254	143	37	95
Growth Adj:	1.00	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	603	173	93	765	428	247	39	254	143	37	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	307	603	173	93	765	428	247	39	254	143	37	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	307	603	173	93	765	428	247	39	254	143	37	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	307	603	173	93	765	428	247	39	254	143	37	95
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.21	0.14	0.12	0.06	0.18	0.30	0.17	0.03	0.18	0.10	0.03	0.07
Crit Volume:	307					428			254	143		
Crit Moves:	****					****			****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #201 West Side Dr & Road C

Cycle (sec): 100 Critical Vol./Cap.(X): 0.446
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	46	1064	76	118	1602	86	24	19	27	39	14	43
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	46	1064	76	118	1602	86	24	19	27	39	14	43
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	46	1064	76	118	1602	86	24	19	27	39	14	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	1064	76	118	1602	86	24	19	27	39	14	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	46	1064	76	118	1602	86	24	19	27	39	14	43
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.05	0.08	0.37	0.06	0.02	0.01	0.02	0.03	0.01	0.03
Crit Volume:	46					534			27	39		
Crit Moves:	****					****			****	****		

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City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #202 Pleasant Grove Blvd & SV NS Coll 1

Cycle (sec): 100 Critical Vol./Cap.(X): 0.399
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Lanes:	1	0	0	0 1	0	0	0	0 0	0	0	2	0 1	1	0	2	0 0
Volume Module:																
Base Vol:	84	0	8		0	0	0		0	528	13		86	1029	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:	84	0	8		0	0	0		0	528	13		86	1029	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	84	0	8		0	0	0		0	528	13		86	1029	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	84	0	8		0	0	0		0	528	13		86	1029	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:	84	0	8		0	0	0		0	528	13		86	1029	0	
Saturation Flow Module:																
Sat/Lane:	1500	1500	1500		1500	1500	1500		1500	1500	1500		1500	1500	1500	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	0.00	1.00		0.00	0.00	0.00		0.00	2.00	1.00		1.00	2.00	0.00	
Final Sat.:	1500	0	1500		0	0	0		0	3000	1500		1500	3000	0	
Capacity Analysis Module:																
Vol/Sat:	0.06	0.00	0.01		0.00	0.00	0.00		0.00	0.18	0.01		0.06	0.34	0.00	
Crit Volume:	84				0				0				514			
Crit Moves:	****								****				****			

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #203 West Side Dr & Parkway One

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 0 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 110 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	3	0 1	1	0	3	0 1	1	0	1	0 1	1	0	1	0 1
Volume Module:																
Base Vol:	122	2158	52		181	2718	79		35	5	51		37	7	87	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	122	2158	52		181	2718	79		35	5	51		37	7	87	
User Adj:	1.00	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:	122	2158	52		181	2718	79		35	5	51		37	7	87	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	122	2158	52		181	2718	79		35	5	51		37	7	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:	122	2158	52		181	2718	79		35	5	51		37	7	87	
Saturation Flow Module:																
Sat/Lane:	1450	1450	1450		1450	1450	1450		1450	1450	1450		1450	1450	1450	
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	1.00	3.00	1.00		1.00	3.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Final Sat.:	1450	4350	1450		1450	4350	1450		1450	1450	1450		1450	1450	1450	
Capacity Analysis Module:																
Vol/Sat:	0.08	0.50	0.04		0.12	0.62	0.05		0.02	0.00	0.04		0.03	0.00	0.06	
Crit Volume:	122				906				35						87	
Crit Moves:	****				****				****						****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #204 West Side Dr & Nobo Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.738
Loss Time (sec):	0	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	87	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 3	0 1	1	0 3	0 1	1	0 1	0 1	1	0 1	0 1
Volume Module:												
Base Vol:	43	2210	70	87	2664	49	19	2	0	8	3	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	2210	70	87	2664	49	19	2	0	8	3	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	2210	70	87	2664	49	19	2	0	8	3	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	2210	70	87	2664	49	19	2	0	8	3	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	2210	70	87	2664	49	19	2	0	8	3	120
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1450	4350	1450	1450	4350	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.03	0.51	0.05	0.06	0.61	0.03	0.01	0.00	0.00	0.01	0.00	0.08
Crit Volume:	43			888			19					120
Crit Moves:	****			****			****					****

City of Roseville
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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1001 Riverside Av & Darling Wy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.618
Loss Time (sec):	12	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	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			Ovl			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	0	1 0	0 1	0	0 1!	0 0
Volume Module:												
Base Vol:	34	567	200	5	857	1	30	14	68	211	42	27
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	567	200	5	857	1	30	14	68	211	42	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	34	567	200	5	857	1	30	14	68	211	42	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	567	200	5	857	1	30	14	68	211	42	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	567	200	5	857	1	30	14	68	211	42	27
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	1.00	1.99	0.01	0.68	0.32	1.00	0.75	0.15	0.10
Final Sat.:	1450	1450	1450	1450	2897	3	989	461	1450	1093	218	140
Capacity Analysis Module:												
Vol/Sat:	0.02	0.39	0.14	0.00	0.30	0.30	0.03	0.03	0.05	0.19	0.19	0.19
Crit Volume:		567		5				44			280	
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1002 Vernon & Douglas/Riverside

Cycle (sec): 120 Critical Vol./Cap.(X): 0.650
Loss Time (sec): 9 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: B

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Ovl			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	0 1	0	0 1	0 1	1	0 1!	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	0	287	245	0	396	344	228	256	2	321	376	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	287	245	0	396	344	228	256	2	321	376	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	287	245	0	396	344	228	256	2	321	376	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	287	245	0	396	344	228	256	2	321	376	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	287	245	0	396	344	228	256	2	321	376	6
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.99	0.01	1.00	1.97	0.03
Final Sat.:	0	1500	1500	0	1500	1500	1500	1488	12	1500	2953	47
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.16	0.00	0.26	0.23	0.15	0.17	0.17	0.21	0.13	0.13
Crit Volume:	0				396			258		321		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1003 Vernon & Grant

Cycle (sec): 120 Critical Vol./Cap.(X): 0.578
Loss Time (sec): 6 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1 0	0 1	0	0 1!	0 0	0	1 0	0 1	0	1 0	0 1
Volume Module:												
Base Vol:	230	59	103	12	54	24	23	531	143	51	452	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:	230	59	103	12	54	24	23	531	143	51	452	38
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	59	103	12	54	24	23	531	143	51	452	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	59	103	12	54	24	23	531	143	51	452	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	230	59	103	12	54	24	46	531	143	102	452	38
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.80	0.20	1.00	0.13	0.60	0.27	0.04	0.96	1.00	0.10	0.90	1.00
Final Sat.:	1273	327	1600	213	960	427	66	1534	1600	162	1438	1600
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.06	0.06	0.06	0.06	0.35	0.35	0.09	0.31	0.31	0.02
Crit Volume:	230				90			554		51		
Crit Moves:	****				****			****		****		

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1004 Vernon & Judah

Cycle (sec):	120	Critical Vol./Cap.(X):	0.582
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			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	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	11	38	50	122	72	100	52	522	15	48	600	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:	11	38	50	122	72	100	52	522	15	48	600	69
User Adj:	1.00	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:	11	38	50	122	72	100	52	522	15	48	600	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	38	50	122	72	100	52	522	15	48	600	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	38	50	122	72	100	52	522	15	48	600	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	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	0.43	0.57	1.00	0.42	0.58	1.00	0.97	0.03	1.00	0.90	0.10
Final Sat.:	1600	691	909	1600	670	930	1600	1555	45	1600	1435	165
Capacity Analysis Module:												
Vol/Sat:	0.01	0.06	0.05	0.08	0.11	0.11	0.03	0.34	0.34	0.03	0.42	0.42
Crit Volume:		88		122			52					669
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1005 Vernon & Lincoln

Cycle (sec):	120	Critical Vol./Cap.(X):	0.931
Loss Time (sec):	6	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Ignore			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	0	1! 0	0	1	0 0 1	0	1	0
Volume Module:												
Base Vol:	84	25	302	58	104	41	24	547	45	517	430	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:	84	25	302	58	104	41	24	547	45	517	430	9
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	25	0	58	104	41	24	547	45	517	430	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	25	0	58	104	41	24	547	45	517	430	9
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	25	0	58	104	41	24	547	45	517	430	9
Saturation Flow Module:												
Sat/Lane:	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500	1500
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.77	0.23	1.00	0.29	0.51	0.20	1.00	0.92	0.08	1.00	0.98	0.02
Final Sat.:	1156	344	1500	429	768	303	1500	1386	114	1500	1469	31
Capacity Analysis Module:												
Vol/Sat:	0.07	0.07	0.00	0.14	0.14	0.14	0.02	0.39	0.39	0.34	0.29	0.29
Crit Volume:	84				203				592	517		
Crit Moves:	****				****				****	****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1006 Washington & Main

Cycle (sec): 120 Critical Vol./Cap.(X): 0.810
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 120 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			Ignore			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	2	0	1	1	0	1	0	1
Volume Module:												
Base Vol:	494	1210	32	41	1146	57	60	206	297	149	110	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	1210	32	41	1146	57	60	206	297	149	110	97
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	494	1210	32	41	1146	0	60	206	0	149	110	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	1210	32	41	1146	0	60	206	0	149	110	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	494	1210	32	41	1146	0	60	206	0	149	110	97
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	2900	2900	1450	1450	2900	1450	1450	1450	1450	1450	1450	1450
Capacity Analysis Module:												
Vol/Sat:	0.17	0.42	0.02	0.03	0.40	0.00	0.04	0.14	0.00	0.10	0.08	0.07
Crit Volume:	247			573			206			149		
Crit Moves:	****			****			****			****		

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City of Roseville
Sierra Vista Specific Plan
Super-Cumulative - PM Peak Hour

Level Of Service Computation Report
Circular 212 Planning Method (Base Volume Alternative)

Intersection #1007 Washington & Oak

Cycle (sec): 120 Critical Vol./Cap.(X): 0.690
Loss Time (sec): 12 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 74 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			Split Phase			Split Phase		
Rights:	Include			Ovl			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:	0	1	0	0	1	1	1	0	0	1	1	0	1!	0	0	0	1	0	0	2
Volume Module:												
Base Vol:	1	34	10	900	9	840	685	106	2	1	42	1139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	34	10	900	9	840	685	106	2	1	42	1139
User Adj:	1.00	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:	1	34	10	900	9	840	685	106	2	1	42	1139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	34	10	900	9	840	685	106	2	1	42	1139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	1	34	10	900	9	840	685	106	2	1	42	1139
Saturation Flow Module:												
Sat/Lane:	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450	1450
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.03	0.97	1.00	1.98	0.02	1.00	1.73	0.26	0.01	0.02	0.98	2.00
Final Sat.:	41	1409	1450	2871	29	1450	2505	388	7	34	1416	2900
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.31	0.31	0.58	0.27	0.27	0.27	0.03	0.03	0.39
Crit Volume:	35			0			396			570		
Crit Moves:	****			****			****			****		

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